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"I DON'T KNOW"!

MR. BLACK AND HIS SIGNATURE

YEO TRIAL

Witness Does Not Identify His Own Specimen

PASSAGES IN 4 HOURS' CROSS-EXAMINATION

A sensation was caused this morning, the third day of Carvalho Yeo's trial, when, at the end of the cross-examination of Mr. Thomas Black (of the Treasury) by Mr. F. C. Jenkin, C.B.E. (for the defence), counsel confronted the witness with the specimen signature lodged at the Hong Kong and Shanghai Banking Corporation by Mr. Black. Mr. Jenkin asked if Mr. Black could say if the exhibit was his own signature. Twice Mr. Black replied: "I don't know."

Altogether Mr. Black was subject to cross-examination for about four hours.

On its conclusion, Mr. H. G. Sheldon re-examined for the Crown and then the special jurors put a series of questions to Mr. Black until the tiffin adjournment.

It was announced that two of the "minor" Crown witnesses will be called this afternoon, among them Mr. Martin.

"TOLD TO BE CAREFUL"

The signature was pasted on strong paper of about six inches by three inches.

"That's About All"

He thought that Tsang Man-kun also brought back the Bank's numbers on those three cheques but the Bank's numbers on the cheques did not tally with the Bank's numbers on the stubs.

When Tsang On-wing wanted to come with me to the Bank, I told him to go back, said Mr. Black.

On Mr. Jenkin asking witness whether that was all he said, Mr. Black answered: "That's about all."

Mr. Jenkin commented on the degree of uncertainty in the reply "that's about all."

Mr. Jenkin pursued the point and Mr. Black replied positively that Tsang On-wing (cash book clerk) never said a word to him on the afternoon of Jan. 18 about missing cheques.

One of Mr. Black's replies was that to the best of his recollection, he could not say who made the suggestion that the cheque book cover be looked for.

Cheque Book Covers

Mr. Jenkin, with emphasis: "I am sorry, indeed have to press you. It is a matter of very great importance. Something unprecedented had happened at the Treasury; and can't you assist us by saying more definitely?"

Mr. Black: I can add nothing to what I have said.

Witness noticed that one book was short of 30 cheques when he had the stubs in the Bank. The other was found to be short later on returning to the Treasury; Mr. Messer had suggested that all the other stubs in the office be searched, hence the discovery.

"My Business"

"Then (on Jan. 18) I didn't have much time to think about it. My (Continued on Page 5.)

TO-MORROW'S HEARING

It is probable that the Carvalho Yeo trial will not be continued to-morrow morning because the Puisne Judge has to sit in Summary Jurisdiction but it is very likely that the trial will resume at 2.15 p.m.

Black replied with his face in a smile.

After an ominous pause of about a minute, during which the proverbial pin might have been heard to drop, Mr. Jenkin taxed the witness about his having said yesterday that he "did not see" the Hon. Mr. C. M. Messer, O.B.E. (Colonial Treasurer) before going to the Hong Kong & Shanghai Banking Corporation on the afternoon of Jan. 18 to see the three cheques which form the subject matter of the indictment.

Mr. Eldon Potter, K.C., who is leading for the Crown, intervened, pointing out that opposing counsel had only asked whether Mr. Black "had made a report" to Mr. Messer.

Mr. Black finally added: "You told me to be careful."

Discoveries

At the resumption this morning, Mr. Black replied that he had no desire to give any explanation or addition to the evidence he had given in cross-examination yesterday.

The first thing discovered, said Mr. Black, when the cover of a used cheque book was found (among the "junk" in the messengers' room, as stated yesterday) was that there had been an alteration in the numbers. "I think Mr. Messer, Mr. King (Director of Criminal Intelligence), Mr. Proctor (of the Hong Kong Bank), and Mr. T. Dallin (of the Audit Dept.) were present then," witness added.

When Tsang Man-kun came back from the Bank on Jan. 18 with the numbers of the three cheques, witness examined the stubs in the Treasury and found that the Treasury serial numbers on those three cheques tallied with the Treasury serial numbers on cheques already

WRECKED "VESTRIS" INQUIRY

A RESUMPTION

AN IMPORTANT ADMISSION BY CHIEF OFFICER

LIFEBOATS AND DISCIPLINE

New York, Yesterday. At the resumed inquiry into the loss of the "Vestrus," Attorney General expressed his intention of adopting the suggestions made by Captain McConky, the British Assessor, with a view to throwing light upon the disaster.

Mr. Frank Johnston, chief officer of the "Vestrus" (recalled) admitted that the release mechanism of the lifeboats was unsuccessful and that the discipline was unsatisfactory when the vessel was sinking, members of the crew being absent from their stations at the lifeboats.—Reuter's American Service.

NEW PRIMATE

DR. LANG FORMALLY ELECTED

IMPRESSIVE CEREMONY

London, Yesterday. Dr. Cosmo Gordon Lang, Archbishop of York, was elected Archbishop of Canterbury by the Dean and Chapter of Canterbury to-day.

The ceremony was impressive, each member of the Chapter proceeding to the table of the notary public and affixing his signature to the voting form. Following this, the Dean declared that the election of Dr. Lang was unanimous.—British Wireless Service.

SINGAPORE FLYERS

SIR CHARLES WAKEFIELD TO GIVE SEAPLANE

CLUB'S ACTIVITIES

Owing to the generous action of Sir Charles Wakefield, who has given many demonstrations of his practical interest in aviation, the Singapore Flying Club will shortly be in possession of another Moth seaplane without any additional cost to members. Sir Charles Wakefield is an hon. member of the club, and as such he was asked whether he would care to subscribe to the debentures which are being raised for the purchase of a new machine. A cable in reply was received recently. In it Sir Charles says that he will be very pleased to pay the cost of the new machine himself.

When the Wakefield seaplane arrives, the club will have a fleet of three. It is hoped to obtain a fourth very shortly.

Sir Charles Wakefield is governing director of C. C. Wakefield and Co., Ltd., the oil manufacturers. It will be remembered that he financed Sir Alan Cobham's flight to Australia and back.

GENERAL BOOTH

London, Yesterday. Following a bad night, general booth is not so well.—Reuter.

H. M. THE KING INDISPOSED

CONFINED TO BED

ROYAL PHYSICIANS ISSUE A BULLETIN

NO ANXIETY FELT

London, Yesterday. His Majesty the King is suffering from a slight cold and some fever. A bulletin signed by Sir Stanley Hewitt and Lord Dawson, Physi-

cians to the King, has been issued to the above effect.

His Majesty is remaining in bed. Reuter is informed on the highest authority that the King's medical advisers entertain no anxiety regarding His Majesty's condition and his complete recovery is confidently expected in a few days.—Reuter.

H. M. The King

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His Majesty is remaining in bed. Reuter is informed on the highest authority that the King's medical advisers entertain no anxiety regarding His Majesty's condition and his complete recovery is confidently expected in a few days.—Reuter.

LIFE STORY

THE "CHINA MAIL" HAS SECURED FOR PUBLICATION THE LIFE STORY OF CARVALHO YEO WITH ITS MANY FEATURES OF ABSORBING INTEREST.

Some of the facts touched upon may come up at the present trial and are, therefore, sub judice. Accordingly, the narrative will be printed as soon as the trial concludes.

WATCH FOR THAT DAY'S "CHINA MAIL." IT WILL REVEAL SURPRISES FOR OFFICIALDOM AND OTHER SECTIONS OF THE COMMUNITY.

QUAKE IN MANILA

Manila, To-day. An earthquake, believed to be of local origin, aroused Manila at one o'clock this morning. No damage is reported.—Reuter.

GENERAL BOOTH

London, Yesterday.

Following a bad night, general booth is not so well.—Reuter.

THE BRITISH BOXER INDEMNITY

M.P.'S QUERY

OFFICIAL REPLY REGARDING THE FUND

SINO-AMERICAN BOARD

London, Yesterday. In the House of Commons, Viscount Sandon asked whether, with a view to the altered composition of the Chinese Section of the Board of Trustees of the United States Boxer Indemnity Fund, action would be taken to forestall much development in the case of the British Fund.

Mr. G. Locker Lampson (Under Secretary for Foreign Affairs) replied that the Board of Trustees of the British Fund could not be established until the Parliament passed a bill to amend the 1925 Act, but that the Government would bear in mind the change in the Sino-American Board of Trustees when considering their own future action.—Reuter.

FREE STATE

TO ESTABLISH EMBASSIES IN BERLIN AND PARIS

MR. SMIDDY'S NEW POST

London, Yesterday. It was announced in the Daily at Dublin that Mr. Smiddy, Irish Free State Minister to the United States has been recalled and appointed High Commissioner to London.

The decision to establish Free State embassies in Berlin and Paris is also announced.—Reuter.

NEWFOUNDLAND

AN EFFICIENT TRADE AGENCY IN LONDON

St. Johns, N. F., Yesterday. The Premier, Sir Richard Squires, in an interview said the Government's policy with regard to the abolition of the High Commission's office in London was to substitute therefor an efficient Trade Agency.—Reuter.

TUNNEL SMASH

SIGNALMAN CHARGED WITH CULPABLE NEGLECT

London, Yesterday. The railway signalman, James Gray, who was charged at Glasgow Sheriff Court with culpable neglect of duty in connection with the recent collision at the Queen Street tunnel, has been remanded on bail.

—WATCH FOR THAT DAY'S "CHINA MAIL." IT WILL REVEAL SURPRISES FOR OFFICIALDOM AND OTHER SECTIONS OF THE COMMUNITY.

ANGLO-PERSIANS

ACQUIRE ONE OF GERMANY'S LEADING OIL CONCERN

Berlin, Yesterday.

Negotiations are nearing a successful conclusion by which the Anglo-Persian Oil Company will acquire control of the Olex Petroleum Company, one of the leading oil concerns in Germany.—Reuter.

HANGS HIMSELF

FOUND SWINGING ON DOOR

Kuala Lumpur, Nov. 14. A sad tragedy occurred at the Central Workshops yesterday. Mr. P. Wilson, Chief Draughtsman of the Locomotive Department being found hanging from the door of his bathroom by a towel.

The police arrived shortly after the servant discovered the body, which was taken to the European Hospital. The deceased's wife and three children left Kuala Lumpur for home three months ago and it is stated that deceased himself was due for leave last September but was unable to go.

The deceased was 39 years of age and had served eight years with the F.M.S. Railways.

FRESH AND FINE

N. E. winds, fresh and fine, is the forecast till noon tomorrow.

The anticyclone, now central near Shanghai, is moving eastward. A somewhat deep depression to the N.E. Japan is moving E.N.E. The typhoon is about 600 miles E.S.E. of Manila moving westward. Fresh to strong monsoon will continue over the China Sea.

raised no objection to an adjournment.

Mr. d'Almada applied for bail.

Mr. Murphy said that he would have to oppose bail at this stage, because he had not yet had an opportunity to go fully into the case as it affected each individual accused. He particularly opposed bail in the case of No. 8 accused (one of Mr. d'Almada's clients).

His Worship said that he noticed from the charges that both of Mr. d'Almada's clients (Nos. 8 and 9) were charged with the joint possession of one of the forged notes.

Mr. Murphy said that these two men came to the house visited by the police, in company from outside the Colony, and one of them had the forged note in his possession. With regard to the other accused, Mr. Murphy said that each had in his or her possession one or more documents, which, to put it mildly, showed their connection with the matter.

Mr. Lindell asked which of the two had physical possession of the note, and Mr. Murphy replied that it was No. 8 accused.

Serious Charge.

The Magistrate told Mr. d'Almada that the charge against his clients was a serious one, and he did not feel disposed to grant bail for the present.

Mr. d'Almada said that he would not press for bail. He had formally made the application because he had been instructed to do so.

Mr. Murphy said that at the next hearing he would be able to deal with each of the accused individually and consider the matter of bail.

His Worship gave a formal remand until 10 a.m. on November 28. Bail was refused.

WORST STORM SEEN IN 34 YEARS

BIG LINER ARRIVES

PASSENGERS COMFORTABLE ON "EMPERESS OF CANADA"

ANOTHER SHIP TURNS BACK

The worst storm seen in the Pacific for 34 years is the considered opinion of the Captain and officers of the R.M.S. "Empress of Canada," of conditions experienced during the voyage which concluded with the arrival here yesterday of the biggest ship calling at Hong Kong.

All the way across from Vancouver to Yokohama, Japan, along which is known as "Quick, Short Route," the "Empress of Canada" met exceptionally bad weather.

When about three days out from Vancouver, the elements were at their worst. Slight damage was caused to a superstructure; but the liner's seaworthiness was proved by the fact that the majority of the passengers were comfortable.

Even an Indian stowaway who came down from Shanghai without paying his fare showed signs of contamination by the feeling of general comfort on the ship.

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KHYBER	9,114	24th Nov. Noon	Marseilles, London & Hull.
KARMALA	9,128	1st Dec.	Marseilles & London.
JEYPORE	5,318	6th Dec.	Marseilles, London, Hull, Antwerp, Rotterdam & Hamburg.
MALWA	10,946	8th Dec.	Bombay, Marseilles & London.
KASHMIR	8,985	15th Dec.	Marseilles & London.
NALDERA	15,088	22nd Dec.	Bombay, Marseilles & London.

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BRITISH INDIA-APCAR SAILINGS.

TILAWA	10,006	20th Nov.	Singapore, Penang & Calcutta.
TAKADA	6,549	11th Dec.	Singapore, Penang & Calcutta.
TALAMBA	8,018	23rd Dec.	Singapore, Penang & Calcutta.
TALMA	10,000	5th Jan.	Singapore, Penang & Calcutta.
SANTHIA	7,754	17th Jan.	Singapore, Penang & Calcutta.
TILAWA	10,000	31st Jan.	Singapore, Penang & Calcutta.

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EASTERN & AUSTRALIAN SAILINGS (South).

TANDA	6,950	20th Nov.	Manila, Sandakan, Thursday Island.
ST. ALBANS	4,500	28th Nov.	Townsville, Brisbane, Sydney & Melbourne.
ARAFURA	6,000	1st Feb.	
TANDA	6,950	1st Mar.	Melbourne.

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The P. & O. Branch Service of steamers to London via the Cape.

The New Zealand Shipping Company's steamers for Southampton and London via Panama Canal.

SAILINGS TO SHANGHAI & JAPAN.

NALDERA	10,088	24th Nov. 8 a.m.	Shanghai, Moji, Kobe & Yokohama.
TALAMBA	8,018	30th Nov. 1st Dec.	Amoy, Moji, Kobe, Yohama & Osaka.
TRELAWNY	4,500	4th Dec.	Shanghai, Moji, Kobe & Yokohama.
ST. ALBANS	10,946	7th Dec.	Shanghai, Moji, Kobe & Yokohama.
MANTUA	10,000	13th Dec.	Amoy, Shai, Moji, Kobe & Yokohama.
TALMA	—	19th Dec.	Amoy, Moji, Kobe & Osaka.
KALYAN	9,144	21st Dec.	Shanghai, Moji, Kobe & Yokohama.
SANTHIA	7,754	28th Dec.	Amoy, Moji, Kobe & Osaka.

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LIFE BELTS.

18 FORM SUBJECT OF POLICE PROCEEDINGS

A "CUNSHAW"

When a Chinese was this morning charged before Mr. R. E. Lindsell, at the Central Magistracy, with the unlawful possession of 18 life-belts, he claimed that he had bought them from a man on the Bowrington Canal bridge for \$1.50. This man had the appearance of being a go-down keeper, and he told him (accused) that the belts had been "cunshawed" to him by his master.

Asked what good the belts were to him, the accused said that he could make a little profit by re-selling them to a marine hawker.

When his Worship remarked that the belts were curious articles to steal, Inspector Macdonald said that they were old stuff and the police had no idea where the accused could have got them from. The cork inside the belt was quite good though.

The Inspector added that when arrested, the accused said that he was about to meet a man near the canal to buy the belts from him when a detective arrested him.

When The Police Arrived

When this was put to the accused, the latter said that the interpreter had misunderstood his statement. What he had said was that the man who offered to sell the belts to him asked for \$1.50 per piece, and they were going to his (accused's) house to weigh the things when the detective appeared. The owner of the belts escaped and he (accused) was arrested.

The Chinese detective was questioned and he said that at the time of his arrest, the accused was walking with another man, and they were followed by a coolie carrying the belts in two baskets. When the witness arrived, the accused's companion ran away. This man, who was wearing a raincoat, had the appearance of a seafaring man. This man removed the raincoat and discarded it as he ran, and witness picked it up.

The coolie, who was carrying the baskets containing the belts the accused admitted, had been engaged by him as a carrier, and therefore he (the detective) allowed this man to go.

Mr. Lindsell remarked to Inspector Macdonald that there was a doubt as to whether possession of the belts had passed from the seafaring man to the accused at the time of the latter's arrest. The fact that the other man ran away showed that he was the guilty party, therefore accused must be given the benefit of the doubt and discharged.

I DON'T KNOW!

(Continued From Page 1.)

business was to get payment stopped on them (the batch of thirty cheques stolen from the "second" book). Mr. Black stated in reply to

Mr. Jenkins: I have to be very careful with my words. . . . Mr. Potter (sotto voce): You generally are.

Mr. Jenkins began to put another question and suddenly exclaimed:

Well, I'd better leave it at that.

In reply to further questions, Mr. Black said that he did see Mr. Messer, who seemed to know all about the affair then.

Mr. Jenkins: Then a fair reply would be I did not report to Mr. Messer because he already knew. . . . I tried to answer as fairly as I could. . . . You told me to be very careful.

Custody Now

Statements by Mr. Black in the course of cross-examination in yesterday's afternoon session were:

Now the current cheque book is in the sole custody of Tsang On-wing and Mr. Messer has the custody of the cheque book to be next used.

In ordinary routine the Bank pass book ought to be sent in by the Bank to the Treasury automatically every Monday, which was a special arrangement between the Treasury and the Bank. In actual practice, however, it was not sent every week. Sometimes the Bank was several days behind and then the Treasury had to write and ask for the book.

I Don't See

Mr. Jenkins:—The necessity of having that pass book at the commencement of a new year would be of very great importance—I don't see the importance in relation to the discussion we are having now.

Would it, or would it not, be of importance to have that pass book as early as possible in the new year?—No more important than at any other period. It is important that we should have it every week.

Why is that so?—Because we know the balance at the Bank from our own books.

I put it to you, Mr. Black, as it appears to me on your own evidence, that you left this matter of pass books entirely to Tsang On-wing?—Yes.

In other words, that man was so trusted by you that you did not question anything that he did with reference to pass books?

No.

"Wrongly Debited"

Up to the discovery which he made on Jan. 18 that cheques were missing, he had never previously known of cheques being missing from Government cheque books.

After a series of questions by Mr. Jenkins as to whether witness was stating on oath that the two cheque books when received from the Bank each contained 600 cheques (and that his source of information, that there were the full number, was based on his having seen



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Pres. Cleveland Dec. 4th 6 p.m.
Pres. Madison Dec. 8th 6 p.m.

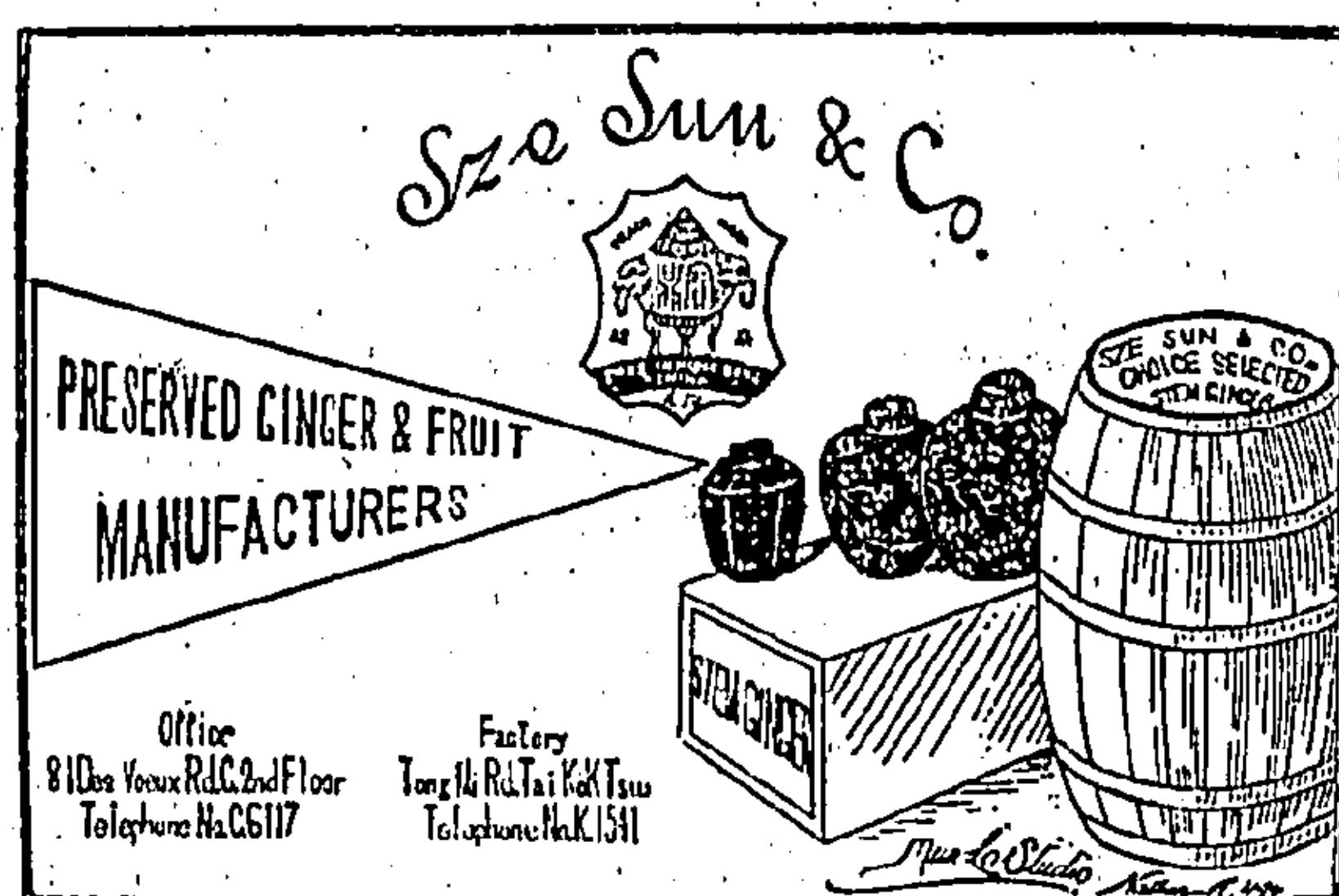
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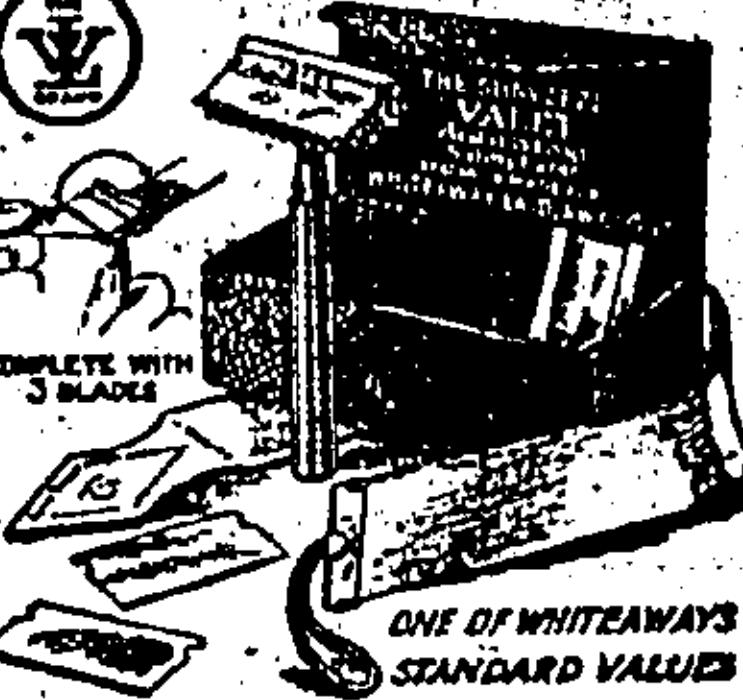
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MARRIAGE

DURRAN—HUNTER.—At the Peak
Church, Hong Kong, on Wed-
nesday, Nov. 21, by the Rev.
Horace Johnston, John Durran,
M.B., Ch.B. to Katharine
Hunter.

Hong Kong, Thursday, Nov. 22, 1928.

HARD LINES, BUT—

There is much feeling in coastal
and river shipping circles, we are
given to understand, as the re-
sult of the remarks made by the
Harbour Master the other day in
the Marine Court when a skipper
was brought up in connection
with logging irregularities. It
appears that the Harbour Master,
a Naval Lieutenant-Commander,
"let himself go" and it also
appears, from a lay viewpoint,
that he had justification. The
skipper, from the evidence that
was given in court, swung wide
of the Merchant Shipping Act.
There were three acts of omission.
The wages return of an incapacitated officer was
not rendered no draught
and extent of clear side
was recorded in the official log
before proceeding to sea; a log
entry was not signed by another
member of the crew. Here, many
would say, was a glaring case of
negligence. So it was, but Lieu-
tenant-Commander J. B. Newill,
D.S.O., Harbour Master, does not
appear to know what he is up
against.

To seek to attain perfection in
all things is a laudable ambition
and there is no doubt that our
Harbour Master, who of course
would like everything in connect-
ion with his onerous duties to be
"ship-shape," considered that the
occasion was one which merited
extreme verbal cagitation. He
knows, as everybody else knows,
that river and coastal conditions

particularly the former—are not
what they might be; are not,
indeed, what they should be. He
also knows that the present state
of affairs is the result of lax
interpretation of Board of Trade
regulations.

The object has always been—
and it is a praiseworthy object—
to make things easy for every-
body concerned; Chinese ship-
owners have been able to "get
away" with more things here than
would be possible, no doubt, at
any other port in the world. Sud-
denly Lieutenant-Commander
Newill comes along and calls a
halt. He administers a jar which
is being felt throughout shipping
circles. Owners, masters and
officers are now in the position of
the small boy who, after being
allowed to do something which is
naughty for a long time, is sud-
denly whipped for it. The skipper
in this case was technically wrong
but he is the victim of a system
that is thoroughly wrong. And
until Government obliterates that
rotten system—the Marine Sur-
veyor's Department knows all
about it—it is distinctly hard
lines for any individual officer
who happens to come under the
lash of suddenly-awakened official-
dom.

His Majesty The King.

A bulletin was issued yester-
day by two of the physicians to
H.M. the King to the effect that
His Majesty is indisposed and
confined to bed suffering from a
cold accompanied by fever. The
reassuring news, however, accom-
panied the announcement that no
anxiety was felt regarding the
King's condition. The time was
when the issuing of such a bulletin
would have denoted with cer-
tainty that the royal patient was
in a very serious state of health,
as it was the custom never to an-
nounce such matters to the general
public until they could not
safely be kept back. But such is
not the custom nowadays. The
news of royalty being indis-
posed is flashed from one end of
the world to the other without
delay, and full details as to
progress or otherwise are not
withheld. Throughout

the Empire the news that His
Majesty will, in all probability, be
in normal health again in the
course of a few days will be re-
ceived with pleasure, as there can
be little doubt that George the
Fifth has, with the passing years,
become more and more popular
among all classes of his subjects.

Nowhere else is jargon so
easily practised as in religion;
nowhere else does it so completely
disregard realities. We call it
cant, and in that term express
our contempt for it. The can-
tor, singing his set responses in
litanies, is the type of all
who use the language of religion
without thought or conviction.
Good men may, deceiver
themselves by the persistent but
unselective use of the phrases of

those who have gone before them.
But the old terms lose their life.
If our religious language is to be
real it must be reinfused with
life, constantly quickened by ex-
perience, and made operative by
living conviction. — "Great
Thoughts," London.

U.S.S. "Pampanga," the retired
West River convoy gunboat, was
sunk at sea yesterday by "Ash-
ville" and "Sacramento."

The master of a cargo boat,
who was charged with breach of
the conditions of his licence by
carrying passengers, other than
those required to handle cargo,
was, this morning, fined \$15 at
the Marine Court. The defendant
pledged guilty.

The forthcoming marriage is
announced of Mr. R. J. Vernal,
architect, "The Blarney Stone,"
Pokfulam, and Miss K. L. Alder-
wick, No. 29, Belmont-road, St
Andrew's Park, Bristol. Mr.
Vernal is in the Public Works
Department and is hon. secretary
of the Royal Hong Kong Yacht
Club.

With six previous convictions
for larceny and receiving against
him, a Chinese, of no fixed abode,
appeared at the Kowloon Magis-
tracy this morning, charged with
theft of an over-coat, a pair of
glasses, and a small alarm clock
from a flat in Yaumati yesterday.
He was sentenced to 6 weeks
hard labour.

Pleading guilty to a charge of
lifting articles "from the bed of the sea" without a written
permission from the Harbour Master,
two cargo boat mistresses, who
were arraigned before Comdr. J. B. Newill, D.S.O., R.N.,
at the Marine Court this morn-
ing, were each fined \$10. An
order was made for the confis-
cation of the drags, grappings and
other accessories, used for the
purpose of salvaging the articles.

CORRESPONDENCE.

THOSE INDIAN GUARDS

(To the Editor of the "China Mail.")
Sir.—When the subject of
Indian Guards on steamers
cropped up again the other day,
amongst some of the water-front's
sages, it reminded me that an en-
gineer of local river-boat on the
night-run has embodied his opin-
ion of I. G.'s in a book entitled
"The Guard with the Squeaky
Boot."

Some of the language in it is so
forceable that only an abridged
edition can be published. The
author says that it is not fiction,
but just the truth about a guard
who will walk to and fro outside
his (the author's) cabin, when
he is trying (at 2 a.m.) to get to
sleep. With all good wishes to
the "China Mail."

Yours etc.,

THE AUTHOR.

Hong Kong, Nov. 19.

A TIT BIT

(To the Editor of the "China Mail.")
Sir.—What a versatile lot we
are in Hong Kong! In reporting
the Yeo Trial yesterday on page 7
para. 3 you managed to enlighten
the proceedings by giving us a
little tit-bit: "The Director of
Public Works certifies — end of
line—the Teaport Dome scandal
Reu—" Jolly fine!

Yours etc.,

MAILITE.

Hong Kong, Nov. 22.

ARMED ROBBERY

THE SAMPAN AFFAIR IN
TYphoon SHELTER

COURT PROCEEDINGS

At the Kowloon Magistracy,
before Mr. E. I. Wynne-Jones
yesterday afternoon, there was a
sequel to an armed robbery com-
mitted by four men on board a
sampan, in the Yaumati typhoon
shelter on the night of October
23 last. Two men charged with
complicity in the affair, entered
pleas of "not guilty." They were
not represented.

The prosecution was conducted
by Sub-Inspector Dorling, who
said that the robbery occurred at
9 p.m. whilst the sampan was
made fast to the seawall in the
typhoon shelter. Four men came
alongside in a dinghy, and two
boarded the larger craft on the
pretext of searching for opium.

Then the mistress of the sam-
pan was called on to a junk also
lying by the seawall. Here she
was searched by a third man
who relieved her of her purse.
She then raised an alarm, where-
upon the man on the junk ran
ashore and escaped. The two men
on the sampan jumped into the
water, whilst the fourth robber
rowed the dinghy away.

The two men in the water were
picked up by the master of the
sampan and a friend, who handed
them over to the police.
The case was adjourned.

COASTAL MOVES

CHANGES IN SHIPS' PERSONNEL

NEW APPOINTMENTS

Captain A. Cook, of the "Shash,"
has gone master, "Chinan."

Captain J. R. Nisbet, from
Home leave, has gone master,
"Shash."

Captain J. D. Fraser, of the
"Chenan," is on reserve.

Mr. Y. N. Campbell, chief officer,
"Chenan," has gone chief officer,
"Shunien."

Mr. J. R. Forster, second officer,
"Shunien," has gone chief officer,
"Chenan."

Mr. S. de Candia, second officer,
"Hsin Peking," has gone second
officer, "Shunien."

Mr. T. P. Beatty, chief officer,
"Shunien," has gone chief officer,
"Hsin Peking."

Mr. D. S. Simpson, extra
second officer, "Tungchow," has
gone second officer, "Hanyang."

Mr. D. C. Sim, second officer,
"Hanyang," has gone second officer,
"Tungchow."

Mr. J. McElveen, extra chief officer,
"Hsin Peking," has resigned
from the China Navigation Com-
pany.

Mr. A. Oliver, chief officer,
"Shengking," has resigned from
the China Navigation Company.

Mr. G. R. Torrile, second officer,
"Tungchow," has gone acting
chief officer, "Shengking."

Mr. J. Worsley, extra second
officer, "Hsin Peking," has gone
second officer, "Fengtien."

Mr. R. Curnow, second officer,
"Fengtien," has gone extra
second officer, "Hsin Peking."

Mr. P. Jenkins, extra second
officer, "Hsin Peking," has gone
second officer, "Szechuan."

Mr. E. Johnson, chief officer,
"Hsin Peking," has gone chief
officer, "Kiating."

Mr. L. F. Garrett, from reserve,
has gone extra second officer,
"Hsin Peking."

Mr. J. W. Bennett, from re-
serve, has gone second officer,
"Antung."

Mr. G. Gray, second engineer
officer, "Sunning," is on reserve.

Mr. J. M. Munn, from reserve,
has gone third engineer officer,
"Sunning."

Mr. T. R. Pringle, chief engineer
officer, "Sunning," has gone
extra chief engineer officer,
"Wanliu."

Mr. A. Macdonald, acting third
engineer officer, "Ngankin," has
gone acting third engineer officer,
"Yunnan."

Mr. W. Paxton, extra second
engineer officer, "Wuchang," is on
Home leave.

Mr. J. W. Tonkin, third engineer
officer, "Tatung," is on re-
serve.

Mr. E. J. A. Porter, chief officer,
"Loongyo," is on reserve.

Mr. W. W. Wunderleach, third
engineer officer, "Tuckwo," has gone
third engineer officer, "Kutwo."

Mr. R. S. Matthews has been
appointed third engineer officer,
"Tuckwo."

Mr. G. W. Russell, chief engineer
officer, "Kutwo," is on reserve.
Captain J. H. Gregory, of the
"Hai Kwang," has gone master,
"Ah Kwang" Exchange.

Captain F. L. Le Boutilier,
from reserve, has gone master
"Hai Kwang." — "Shipping" and
Engineering.

KENNEL TO STAGE

MISS BILLIE BARNES FINDS RIGHT JOB

A woman of 24 who has been
a milkmaid, a nurse in a Kent
lunatic asylum, a draper's assistant,
and a kennel maid is now
among the principals of a London
revue.

She is Miss Billie Barnes and is
appearing in "Charlot 1928,"
which has just achieved its second
edition at the Vaudeville Theatre,
W.C.

Miss Barnes, who is tall, dark,
and deep-voiced, said that she
thinks she has found her right
job in stage work. "I have no in-
tention of trying anything else at
present, although I did appear in
a talking film the other day. I
got on to the stage as an assist-
ant in a rope-spinning act, and I
was discovered as a singer
through singing in the liner on my
way to South Africa."

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LAMMERT BROS.
AUCTIONEERS, APPRAISERS
AND SURVEYORS

Public Auctions

THE Undersigned have received instructions to sell by Public Auction

ON

FRIDAY, 23rd November, 1928, commencing at 2.30 p.m., at their Sales Room, Duddell Street.

A Quantity of
VALUABLE HOUSEHOLD
FURNITURE.

Comprising:—
Hatsstands, Tapestry Covered
Couches and Armchairs, Glass
Cabinets, Desks, Looking Glasses,
Carpets, Rugs, Bookcases, Victor
Gramophones with Records, Teak
Overmantel with Bevelled Mirror,
Wall Clock, Camera, Oil Paintings,
Pictures, Brass Ornaments, etc., etc.

Teak Dining Tables, Dining
Chairs, Sideboards with Bevelled
Mirrors, Dinner Wagon, Ice
Cheats, Dinner Crockery, Glass
Ware, Cutlery, Gas and Coal Stoves,
etc., etc.

Teak and Iron Bedsteads with
Mattresses, Single and Double
Wardrobes with Bevelled Mirrors,
Linen Cupboard, Washstands,
Toilet Crockery, Enamel and Shanghai
Baths, Chests of Drawers, Commodes,
Towels, Mosquito Nets, etc., etc.

and

A Quantity of
BLACKWOOD FURNITURE.

Comprising:—
Joss Tables, Desks, Tea Pots,
Marble Top Round Tables, Curio
Cabinets, Jardinières, etc., etc.

Catalogues will be issued.
On View from Thursday, the 22nd November, 1928.

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers,
Hong Kong, 16th Nov., 1928.

THE Undersigned have received instructions to sell by Public Auction

ON

FRIDAY, 23rd November, 1928, commencing at 5.15 p.m., at their Sales Room, Duddell Street.

A Valuable Collection of Old and Rare Postage Stamps of Great Britain and Colonies.

Comprising:—
Triangular Cape of Good Hope, Ceylon, Gibraltar, India, Irish Free State, Natal, New South Wales, New Zealand, Nyasaland Protectorate, North Borneo, New Brunswick, Queensland, Samoa, South and Western Australia, Victoria, etc., etc.

On View from Thursday, the 22nd November, 1928.

Catalogues will be issued.

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers,
Hong Kong, 17th Nov., 1928.

THE Undersigned have received instructions to sell by Public Auction

ON

TUESDAY, 27th November, 1928, commencing at 11 a.m., at No. 83, Humphreys' Building (Top Floor), Kowloon.

A Quantity of
VALUABLE HOUSEHOLD
FURNITURE
(including Fine Carpets and
Blackwood Ware.)

Catalogues will be issued.
On View from Monday, the 26th November, 1928.

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers,
Hong Kong, 19th Nov., 1928.

NOTICES.

G. R.
PUBLIC AUCTION.

PARTICULARS & CONDITIONS of the Sale by Public Auction to be held on MONDAY, the 26th day of November, 1928, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at Mong Kok Tsui, in the Colony of Hong Kong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King, for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Lot No. 106.	Boundary Measurements	Locality	Centres in ft. ft. ft. ft.	Annual Rental per acre	Per cent.		
					ft.	ft.	ft.
			1,084	12			

Admission to the auction free; 50 cents to Enclosure.

MACAO CHARITY AND COMMERCIAL FAIR.

THE EXECUTIVE COMMITTEE cordially requests the pleasure of the presence of the general public at the Inaugural Ceremony of the Fair on SATURDAY, 3rd November, 1928, at 9 p.m.

COL. DUARTE VEIGA,
Chairman.

24th October, 1928.

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Blackwood Ware.)

Catalogues will be issued.

On View from Monday, the 26th November, 1928.

Terms:—Cash on Delivery.

LAMMERT BROS.,
Auctioneers,
Hong Kong, 21st Nov., 1928.

REVISION DUE

LEGATIONS DOYEN & CHINA'S TARIFF

SHOULD NOT BE TOO HIGH

Shanghai, Yesterday.
"We think China ought to have tariff autonomy," declared Mr. W. J. Oudendijk (the Dutch Minister to China and Doyen of the Diplomatic Corps in Peking) in an interview to-day.

"The former tariff of five per cent. ad valorem was fixed by treaty with Britain in the days of low tariffs and it was at the time very advantageous to China. Things have changed since then and it is reasonable that China should have tariff matters in her own hands."

"I have been telling the Chinese that by fixing a reasonable tariff which would not be changed for some time, and thus giving a feeling of security to trade, they will satisfy both the Chinese treasury and foreign merchants. It is my impression that the Chinese will follow that line, while in future experience will show them that a reasonable tariff will bring in more revenue than high tariff which kills trade."

"I think the Chinese have too much commonsense not to understand that."—Reuter.

BOMB OUTRAGE

HOUSE BLOWN UP IN SYDNEY

Sydney, Yesterday.
Serious damage was caused by a bomb thrown at a house at Kew belonging to Mr. Swanton, a prominent member of the Overseas Shipping Representatives' Association.

Mr. Swanton himself was absent, but his family were in bed, and had narrow escapes.—Reuter.

FANLING HUNT

FANLING HUNT

FANLING HUNT

Steeplechases.

SATURDAY, 24th NOVEMBER.

First Race 3.00 p.m.

Admission to Public Enclosure \$1. (Soldiers and Sailors in uniform half price)

Cars parked on the course \$10 each.
Special Train leaves Kowloon 1.50 p.m.
Returns 5.40 p.m.

First class return fare including admission to Public Enclosure \$2.
Free parking for cars.

CHINA AND JAPAN

HITCH IN THE WANG-YADA NEGOTIATIONS

MR. YADA'S FUNCTIONS

Nanking, Yesterday.

The conversations between Dr. C. T. Wang (Chinese Minister for Foreign Affairs) and Mr. S. Yada (Japanese Consul-General in Shanghai) have not been resumed, apparently, owing to a deadlock on the question of withdrawal of the Japanese forces from Shantung, but Mr. Yada has discussed the Salt and Tariff revision questions with Mr. Soong.

Apology Wanted
Later.

Owing to pressure in connection with the negotiations for Treaty revision with other foreign diplomatic representatives, Dr. Wang was unable to see Mr. Yada to-day.

There is considerable speculation on this. The Foreign Office is reticent, but it is reliably learned that China is awaiting a definite announcement of the date of withdrawal of Japanese troops from Shantung.

Regarding a statement that the Japanese Government has now only authorised Mr. Yada to settle the Nanking and Hankow incidents, leaving Mr. Fujita (Consul-General at Tsingtao) to settle the Tsinan incident and Shantung question, Reuter understands that China will then demand that Mr. Fujita bring an apology for Japan's sending troops to Shantung, before he will be received.—Reuter.

FAMINE RELIEF

Shanghai, Yesterday.

A Nanking message states that Feng Yu-hsiang (the "Christian General," Minister of War) has wired to General Lu Chung-hin (Vice-Minister for War), that he is anxious to go to Kaffeng to investigate famine conditions in the north-west of China Proper, and requests Lu Chung-hin to go to Nanking to take charge of the War Ministry during his absence.—Reuter.

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M.V. "REMO" Sails on or about 31st January.

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From Hong Kong.

M.V. "ESQUILINO" Sails on or about 11th December.
M.V. "ROMOLO" Sails on or about 8th January.
S.S. "VENEZIA" Sails on or about 5th February.
S.S. "TIMAVO" Sails on or about 22nd February.

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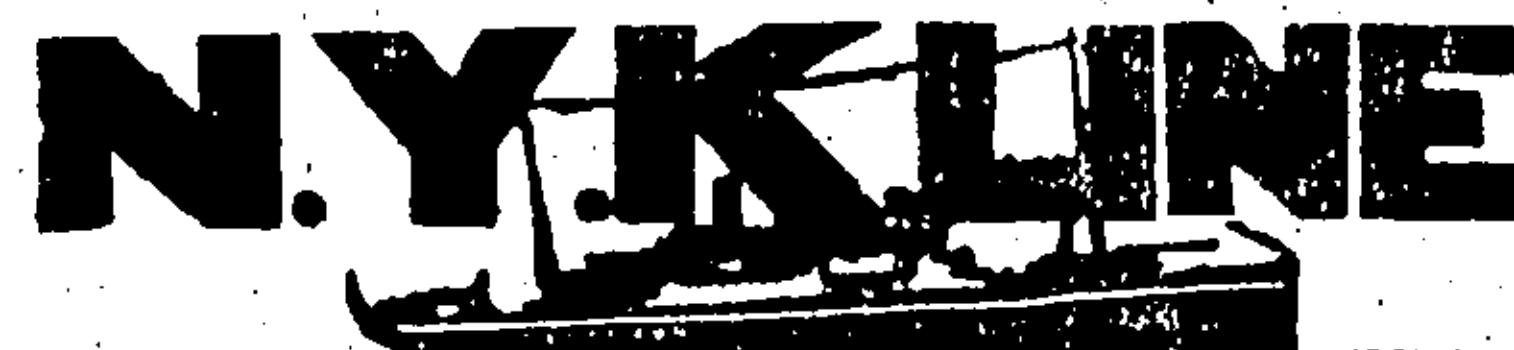
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SHINYO MARU Tuesday, 27th November.
SIBERIA MARU Tuesday, 11th December.
LONDON, MARSEILLES, ANTWERP, ROTTERDAM via
Singapore, Penang, Colombo, Suez.
KITANO MARU Saturday, 1st December.
KAMO MARU Saturday, 15th December.
SYDNEY & MELBOURNE via Manila & Ports.
SADO MARU Wednesday, 19th December.
AKI MARU Wednesday, 23rd January.
BOMBAY via Singapore, Penang, & Colombo.
† FUKU MARU Tuesday, 27th November.
† TOMIURA MARU Sunday, 3rd December.
SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles.
Mexico & Panama. Tuesday, 18th December.
GINYO MARU Tuesday, 18th December.
SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.
WAKASA MARU Sunday, 9th December.
NEW YORK and BOSTON via PANAMA.
† TSUYAMA MARU Monday, 26th November.
† ASUARA MARU Saturday, 8th December.
LIVERPOOL via Port Said, Geneva, Marseilles.
† TOYOKA MARU Thursday, 22nd November.
† DAKAR MARU Friday, 21st December.
CALCUTTA via Singapore, Penang & Rangoon.
† AKITA MARU Saturday, 1st December.
CEYLON MARU Monday, 10th December.
SHANGHAI, KOBE & YOKOHAMA.
† DURBAN MARU Sunday, 25th November.
ATSUARA MARU Tuesday, 27th November.
† GENOA MARU (Moj direct) Thursday, 29th November.
AWA MARU Saturday, 1st December.

*Cargo only.

Subject to alteration without notice.

For further information apply to—**NIPPON YUSEN KAISHA**.
Tel. Central No. 292 (Private exchange to all departments.)

O. S. K.

SAILINGS FROM HONG KONG SUBJECT TO ALTERATION.

LONDON, HAMBURG, ROTTERDAM & ANTWERP—via Singapore, Colombo, Suez and Port Said.
ANDES MARU Monday, 10th December.
RIO DE JANEIRO, SANTOS & BUENOS AIRES—via Saigon, Singapore, Colombo, Durban & Cape Town.
SANTOS MARU Friday, 23rd November.
BOMBAY—via Singapore & Colombo.
SUMATRA MARU Thursday, 22nd November.
* SHINNOH MARU Tuesday, 4th December.
(Calls at Penang & Karachi.)
DURBAN, DELAGOA BAY, BEIRA, DAR-ES-SALAAM, ZANZIBAR & MOMBASA—via Singapore & Colombo.
CANADA MARU Saturday, 1st December.
CALCUTTA—via Singapore, Penang & Rangoon.
* GANGES MARU Monday, 3rd December.
CELEBES MARU Tuesday, 18th December.
(Calls at Belawan, Dolly.)
VICTORIA, SEATTLE, TACOMA & VANCOUVER—via Shanghai & Japan ports.
LONDON MARU (From Shanghai) Friday, 7th December.
MELBOURNE—via Manila, Brisbane & Sydney.
MADRAS MARU Thursday, 6th December.
SAIGON—via Hothow.
MENADO MARU Thursday, 22nd November 10 a.m.
NEW YORK—via Japan ports, San Francisco & Panama.
JAPAN PORTS
ALTAI MARU Thursday, 22nd November.
TACOMA MARU Friday, 23rd November.
SANUKI MARU Tuesday, 27th November.
KERLUNG—via SWATOW & AMOY.
CANTON MARU Sunday, 25th Nov. noon.
TAKAO—via SWATOW & AMOY. Thursday, 29th November 10 a.m.
DELI MARU Thursday, 29th November 10 a.m.
TAKAO & KEELEUNG
SANUKI MARU Tuesday, 27th November.
For further particulars please apply to—**OSAKA SHOSREN KAISHA**:
Tel. Central No. 4888, 4889, 4890.
M. TAKEUCHI Manager.

THE VOLUNTEERS

CORPS ORDERS ISSUED FOR THIS WEEK

ANNUAL CAMP DETAILS

This week's orders for the Hong Kong Volunteer Defence Corps issued to-day by Lt.-Col. L. G. Bird, D.S.O., Commandant, are as follow:-

Dress

South China Command order No. 1926/7 (II) dated Nov. 13, 1928, is repeated for information and compliance of all officers.

Officers will wear Home Service Mess Dress with effect from Nov. 16, 1928.

Leather Belts

The Commandant notices that certain men are still in possession of leather belts. The attention of all O.S.C. Companies is drawn to previous Corps Orders on the subject and are directed to arrange with Corps Headquarters to change all leather belts for web.

Great Coats

Men proceeding to and from Camp will either wear great coats or carry them slung under Company arrangements. The practice of carrying the great coat over the arm to be discontinued.

Annual Camp

The following units will proceed to Fanling Camp from Friday evening, Nov. 23 to Sunday evening, Nov. 25.

Corps Band, Car Section, Motor Cycle Section, Machine Gun Company and Portuguese Company.

Men can proceed to camp the evening of the day before, i.e., on Friday evening of Nov. 23, 1928.

Those wishing to have their baggage sent to the Camp at Fanling must deliver it, clearly labelled with Owners' names at Corps Headquarters by 2 p.m. on Friday, Nov. 23.

Rations for 3rd week-end. O.C. Companies will report to the Adjutant, H.K.V.D.C., by 9 a.m. on Wednesday, Nov. 28, the number of all ranks attending camp, stating meals required, so that rations can be arranged.

All ranks are directed to take the top track to Camp, i.e., past Mr. Silva's bungalow, the M.L. Stables and through the gap to camp. The lower track through the fields must not be used.

Corps Band

There will be a full Band practice on Tuesday, Nov. 27 at 5.30 p.m. at Corps Headquarters.

Those who wish to shoot will parade in the Miniature Range at Corps Headquarters on Wednesday, Nov. 28, 1928, under R.S.M. W. H. Edmonds.

The Battery

Parade at Corps Headquarters at 5.25 p.m. on Friday, Nov. 23 and Tuesday, Nov. 27. Battery Drill.

Signallers under Sgt. J. M. Jack.

Camp. The following are the dates on which the Battery will go into camp at Tai Lam, New Territories, this year.

1st Week-end p.m. Friday, Dec. 7 to p.m. to Dec. 9.

2nd Week-end p.m. Friday, Dec. 14 to p.m. Dec. 16.

Attendance at camp is a condition for efficiency.

Transport to camp will be provided as follows:-

Friday, Dec. 7 by Bus leaving Kowloon Ferry at 5.30 p.m.

Saturday, Dec. 8 by Bus leaving Kowloon Ferry at 2 p.m.

Friday, Dec. 14 by Bus leaving Kowloon Ferry at 5.30 p.m.

Saturday, Dec. 15 by Bus leaving Kowloon Ferry at 2 p.m.

Any members who cannot parade at Kowloon Ferry at 6 p.m. on the Fridays but can reach camp before the 8 a.m. parade on the Saturday mornings must do so.

Dress: Marching Order, i.e. Helmet, tunic, shorts, puttees, khaki shirts, bandolier, greatcoat and boots. Puttees will be worn—Tape at bottom.

All N.C.O.s are reminded that badges of rank in white tape must be worn on khaki shirts.

Khaki slacks may be worn when off duty in evening.

Engineer Co.

The Company will parade at Belcher's Fort on Tuesday, Nov. 27 at 5.30 p.m. for instruction in Part of Lamp, Projector and Electrical Circuits.

Dress: Uniform or mufti optional.

Corps Signals

Parade on Monday, Nov. 26 and Thursday, Nov. 29 for Signal Instruction at Corps Headquarters at 5.30 p.m. Dress: Mufti.

Mounted Infantry Co.

Thursday, Nov. 22 at Corps Headquarters for M.G. Instruction at 5.30 p.m.

Armoured Car Co.

Car Section. Friday, Nov. 23. Parade at 5.30 p.m. outside Kowloon Railway Station to proceed by road to Fanling Camp. Dress: Tunic, shorts, puttees, nosepads, helmet, bandolier, belt (no side arms) and rifle.

Friday, Nov. 30. There will be no parade.

Monday, Nov. 26. Parade at Corps Headquarters at 5.30 p.m. for M.G. Instruction. Dress: Mufti.

Motor Cycle Section

Annual Camp—Friday, Nov. 23 to Sunday, Nov. 25.

All ranks will parade with motor cycles outside the Kowloon Railway Station at 5.30 p.m. on Friday, Nov. 23 ready to proceed to camp by road.

Dress: Uniform with breeches, bandolier, belt, haversacks and waterbottles, no sidearms.

Cap will be worn and helmets carried slung from the left shoulder strap. Greatcoats will be carried and rifles slung.

Motor Cycle combinations will be in charge of L/Cpl. Rogers and Thomas.

A special lighter will be ready at the Hong Kong side to convey machines across the harbour. All machines must be on board by 5.10 p.m.

Machine Gun Co.

The Company will parade as strong as possible at 5.30 p.m. on Tuesday, Nov. 27 at Corps Headquarters for Advanced Gun Drill. Traversing and Corrected Elevations.

Scottish Co.

Thursday, Nov. 29. Platoons will parade at 5.30 p.m. for M.G. Instruction, dress mufti, as follows:

Nos. 5 and 7 Platoons at Corps Headquarters for Advanced Gun Drill.

St. Andrew's Ball.

It is hoped all those attending will do so in the Kilt.

Dress:

Diced Hose, flashes kilt, sporran, white Mess jacket and vest, latter with small brass Corps buttons.

Church Parade—as previously announced orders will take place on Sunday, 2nd December. A full strength parade is requested.

Parade at Corps Headquarters at 10.30 a.m.

Dress: Review Order without rifle, i.e. spats, diced hose, flashes, kilt, sporran, tunic, belt and sidearms. Gengarry. Medals will be worn. After parade the Chieftain of St. Andrew's Society, The Hon. Mr. C. Gordon Mackie, will be "At Home" to the Company at Corps Headquarters.

Portuguese Co.

The Company will parade at Volunteer Headquarters on Friday, Nov. 30 at 5.30 p.m.

It is most important that all ranks attend this parade.

The Peak Range has been allotted to the Company Rifle Club on Sunday, Dec. 2. Firing will commence at 9 a.m.

Reserve Co.

Wednesday, Nov. 28: Parade at Corps Headquarters at 6.15 p.m. and proceed to Kennedy-road Range by Ford Truck for Machine Gun Firing practice. Dress: Mufti.

Strength

The following recruits are taken on the strength and posted as under:

No. 1421 Pte. W. A. Simpson.

M. C. Section, from 15. 11. 28.

No. 1422 Pte. G. Remedios, No. 9

Platoon, from 15. 11. 28.

No. 1423 Pte. L. M. R. Pereira, No. 9 Platoon, from 15. 11. 28.

No. 1424 Pte. H. M. Remedios, No. 9 Platoon, from 15. 11. 28.

No. 1425 Pte. C. T. Quin, No. 2

Platoon, from 16. 11. 28.

No. 1426 Pte. F. Baker, Corps Headquarters from 19. 11. 28.

No. 1427 Pte. C. A. R. Remedios, No. 10 Platoon, from 19. 11. 28.

No. 1428 Pte. H. M. Xavier, No. 9 Platoon, from 20. 11. 28.

No. 1429 Pte. V. Bernardo, No. 9 Platoon, from 20. 11. 28.

No. 1430 Pte. G. E. P. Lammert to be Lance Corporal, as from 20. 11. 28.

No. 5 Platoon—No. 739 Pte. J. A. Watson, to be Corporal,


Sport Columns
SAM STAPLES

"TEST" CRICKETER GOING HOME

LUMBAGO VICTIM

Sydney, Yesterday. The M. C. player, Sam Staples who is suffering from lumbago, has not made the expected recovery and is therefore returning to England at his own request on November 27. —Reuter.

YACHTING**PROGRAMME FOR THE REGATTA**

The programme for the Yacht Club regatta which has been fixed for Saturday, December 22, has now been decided upon, and will consist of the following races:

(1) International Fours, 1 mile;

(2) International Pairs, 3/4 mile;

(3) Club Fours, 1 mile.

It is some years since an international race for members of the Yacht Club was held, and it is hoped that there will be as representative a turnout as possible.

As regards the Club Fours, these will be organised in such a manner as to provide a change from the usual combinations of oarsmen, which the Hong races and other events have produced.

The Canton Rowing Club have invited the Yacht Club to take part in a regatta to be held in Canton in January, and this has been accepted. An invitation has also been sent to Canton to visit Hong Kong at the Yacht Club's Closing Cruise about the end of March, and this will, it is hoped, be an opportunity for entertaining Canton in place of the visit which fell through on November 10.

SERVICE CRICKET

At Soakumpo yesterday, an interesting cricket match was played between teams representing the Royal Army Service Corps and the Royal Army Ordnance Corps. The R.A.S.C. who batted first, won by a narrow margin. Their score was exactly 100, to which the highest contributor was Pte. Lyons with 17. Corp. Donaldson took four wickets for 7 runs. The R.A.C.C. compiled only 96 runs, their highest scorers being L-Corp. Morgan 23, and Pte. Cornett 20.

First in Marathon**SOCER****MID-WEEK LEAGUE RESULTS**

Yesterday afternoon, three matches in the mid-week football league were decided with the following results:

S. China 3 Ewo Chinese 1
China Athletic 0 Police 0
P.W.D. Chinese 0 Lam Long Wan 0

South China v. Ewo

Played at Caroline Hill, Ewo went down to the homesters by three goals to one. There was no score at half-time, the game up to then being evenly contested. South China found their stride in the second, and goals were put in by Ho Choi-wing, Lo Chuk-wan and Chan Lui-sung. Ewo just managed to break their "duck" and then were tied down by their opponents.

Athletic v. Police

This game was played on St. Joseph's ground. It was a well contested game with the Chinese just scrapping through with the only goal of the match. The first half was goal-less, both sides missing some good chances. It was anybody's game until Leung Tak-wing scored just before the final whistle. The Police had bad luck not to share the points. —P.W.D. v. Lam Long Wan

This game was very keenly contested, and goal-less draw was a proper indication of the run of play which was of a ding-dong nature. Both teams had strong defences and these managed successfully to shut the forwards out.

League table to-date:

	P. W. D. L. Pts.
Athletic	7 5 1 1 11
P.W.D. Chinese	7 3 3 1 9
Lam Long Wan	7 3 1 3 7
Police	7 2 0 5 4
South China	3 2 0 1 4
Ewo Chinese	5 1 1 3 3
Hung Kui School	4 1 0 3 2

The following games have been ordered to be replayed by the League Management Committee:

S. China v. Ewo Chinese played on October 3.

Hung Kui Sch. v. South China played on October 10.

These games were won by South China who drop four points.

RUGGER**"HERMES" DEFEATS A CLUB SIDE**

Rugger enthusiasts enjoyed a very close match at Happy Valley yesterday when a strong fifteen from H.M.S. "Hermes" met and defeated a Club team by a narrow margin, the scores being 6 points to 3.

"Hermes" had the better of the first half, and were exceptionally good in the scrums. Farrant touched down on the right five minutes after the match started, but Hammond failed to convert. Ten minutes later, Warren touched down on the left, but Hammond's kick again failed to materialise.

Six points down at the interval, the Club played with determination at the resumption, and by adopting forceful tactics, managed to keep the "Hermes" out of the danger zone throughout the second half. On their part, the Club forwards carried out a successful raid in which Smith managed to touch down, but Scott failed to convert.

Although both sides tried hard after this, there was no further scoring.

SNOOKER

In the Palace Hotel snooker championship, last night, J. Witchell received a walk-over owing to his opponent not putting in an appearance.

This evening there are two matches down for decision, as follows:

6 p.m.—Mr. "B" versus Mr. E. A. Remedios.

9 p.m.—Mr. Sinn versus Mr. Buxton.

Breasting the tape yards ahead of his nearest competitor, Arthur Gavin, a varisty student, won a marathon race in good time.

MONEY & SHARES.**TO-DAY'S QUOTATIONS.**

On London—

Bank, wire 2/- 1/4

Bank, on demand 2/- 5/16

Bank, 30 days' sight —

Bank, 4 months' sight 2/- 1/2

Credits, 4 months' sight 2/1 1/4

Documentary 4 months' sight 2/1 1/4

On Paris—

On demand 1257 1/2

Credits, 4 months' sight 1392 1/2

On Berlin—

On demand 134 1/4

On New York—

On demand 49 1/2

Credits, 60 days' sight 60 1/2

On Bombay—

Wire 134 1/4

On demand 134 1/4

On Calcutta—

Wire 134 1/4

On demand 134 1/4

On Hong Kong—

Wire 134 1/4

On demand 134 1/4

On Manila—

On demand 98 1/4

On Singapore—

On demand 77 1/4

On 30 days' sight (private paper) —

On Yokohama—

On demand 105 1/4

On demand 105 1/4

On London—

On demand 124 10

On New York—

On demand 484 31/32

On Brussels—

On demand 34 89

On Geneva—

On demand 26 19

On Amsterdam—

On demand 12 08 1/4

On Milan—

On demand 92 55

On Berlin—

On demand 20 35

On Stockholm—

On demand 18 14

On Copenhagen—

On demand 18 19

On Oslo—

On demand 18 19

On Vienna—

On demand 34 50 1/2

On Prague—

On demand 16 32

On Helsingfors—

On demand 19 29

On Madrid—

On demand 30 08 1/2

On Lisbon—

On demand 108 5/16

On Athens—

On demand 37 5

On Bucharest—

On demand 80 5 1/2

On Rio—

On demand 5 29/32

On Buenos Aires—

On demand 47 15/32

On Bombay—

On demand 1/6 1/16

On Shanghai—

On demand 2/7 1/2

On Hong Kong—

On demand 2/0

On Yokohama—

On demand 1/10 29/32

On Silver Spot—

On demand 26 11/16

On British Wireless Service—

On demand 26 1/4

On London—

On demand 12 10

On New York—

On demand 484 31/32

On Brussels—

On demand 34 89

On Geneva—

On demand 26 19

On Amsterdam—

On demand 12 08 1/4

On Milan—

On demand 92 55

On Berlin—

On demand 20 35

On Stockholm—

On demand 18 14

On Copenhagen—

WORLD NEWS IN PICTURES.

Parachute Jumps



Miss Edna Ferguson, member of Long Island's "400," who made daily parachute jump in aid of a charity fair organised by society. She is an accomplished airwoman and a noted horsewoman.

Dainty Ann to Wed



Ann Pennington (above), the Broadway musical star, who announced that she is going to marry Buster West.

Youngest "Frosh"



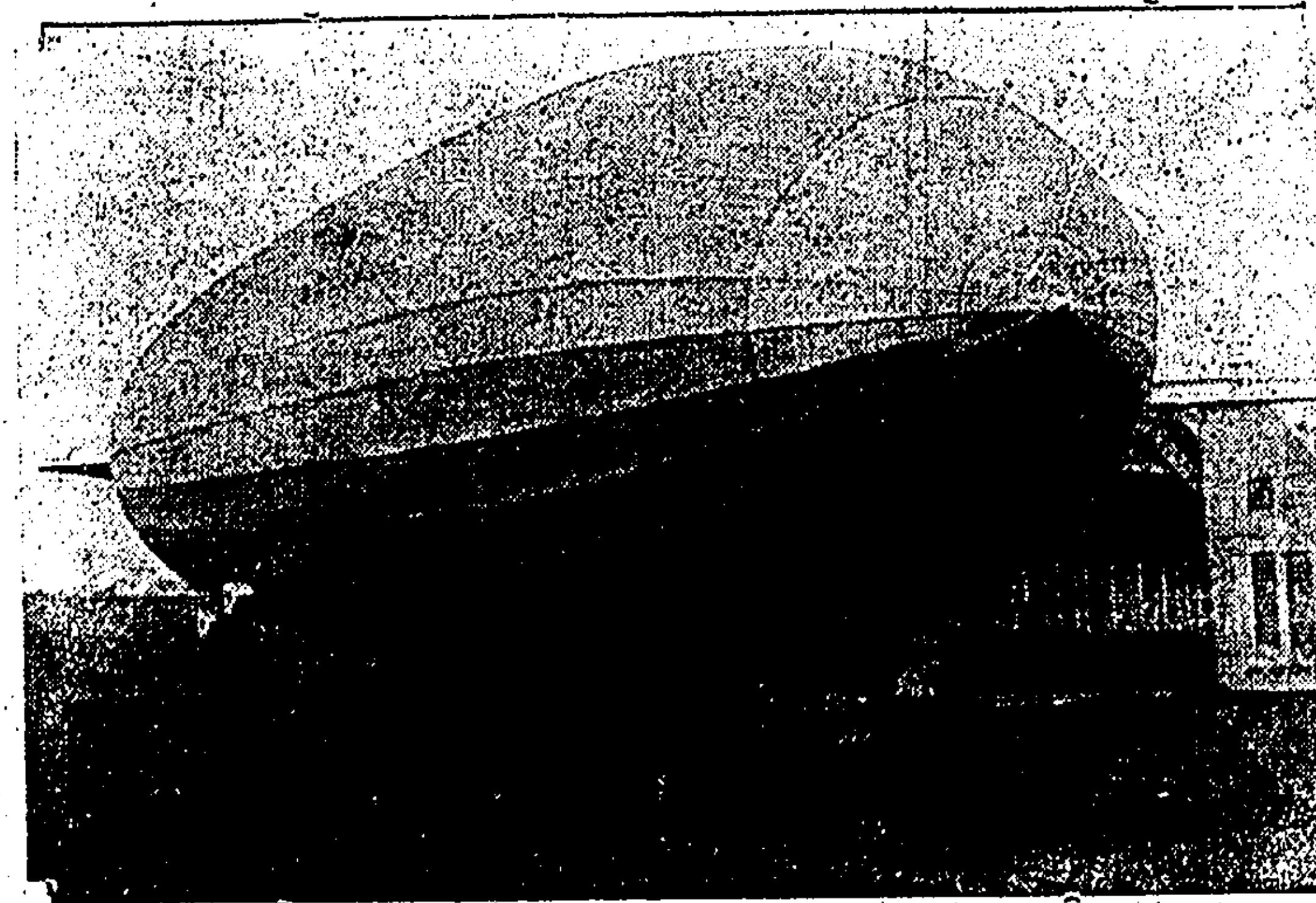
Miss Naomi Newman, 18, Russian by birth and an accomplished linguist, who has been enrolled as a university student.

Two Leviathans of the Air



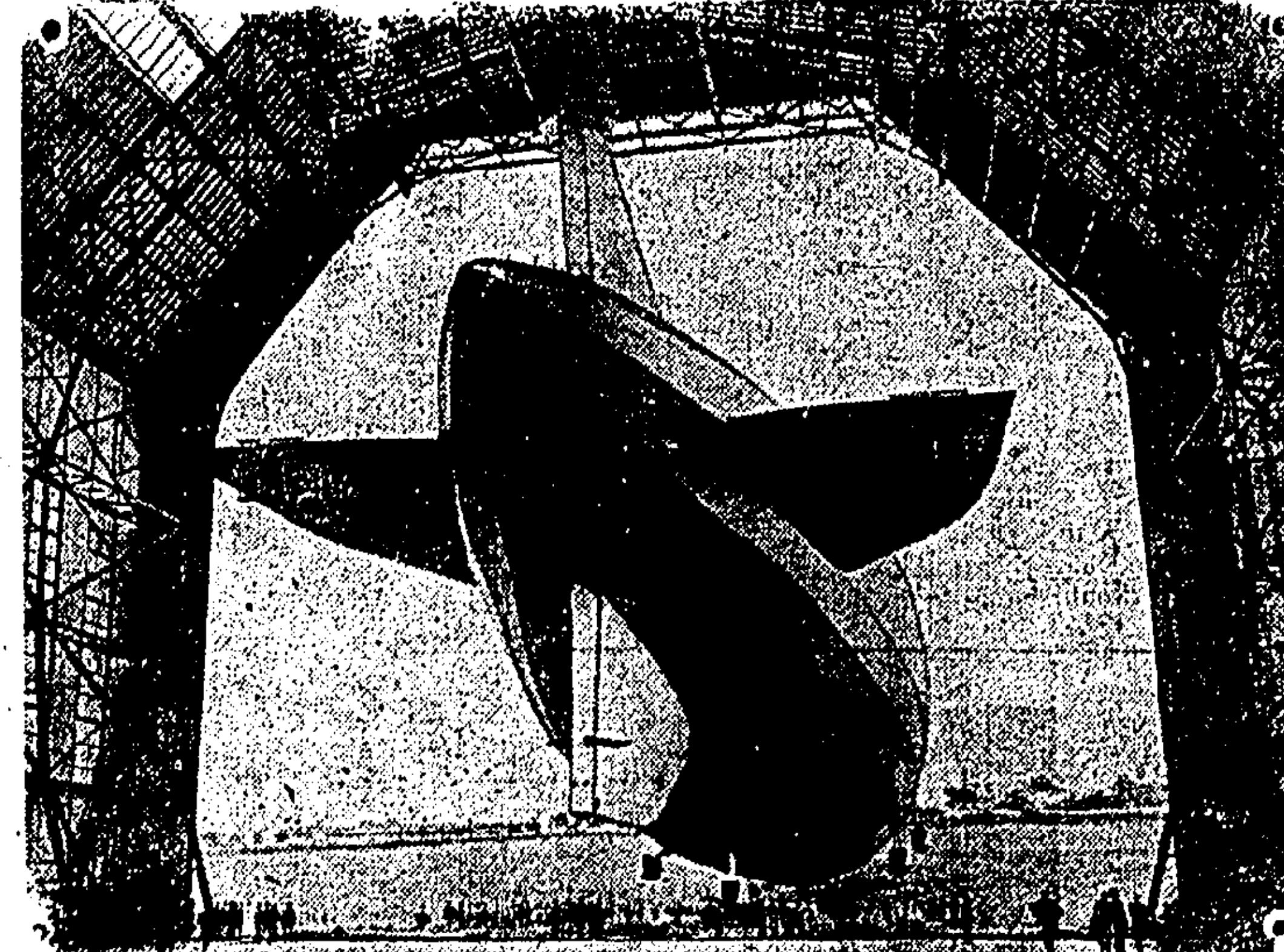
This extraordinary photo shows the super-dirigible "Graf Zeppelin" and the new four-engined Dornier-Wahl aeroplane simultaneously flying near Friedrichshafen, the giant dirigible being caught by the camera at such an angle as to make it appear smaller than the seaplane. The Dornier-Wahl has a wing spread of 100 feet and an over-all length of 80 feet.

The "Graf Zeppelin"



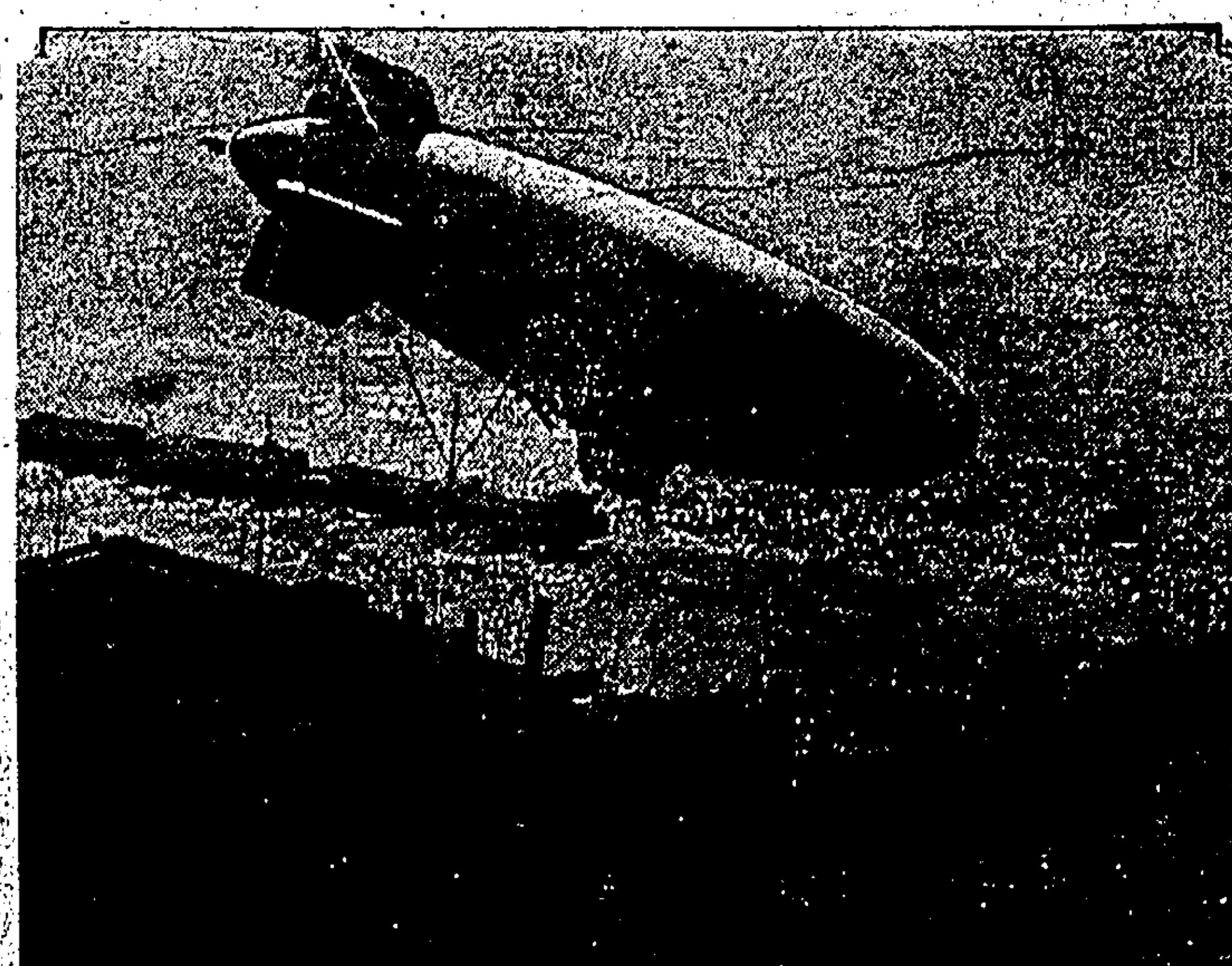
Another view of the German dirigible "Graf Zeppelin" which crossed the Atlantic twice.

The "Graf Zeppelin's" Return



An imposing view of the afterpart of monster super-dirigible "Graf Zeppelin" on return to her Friedrichshafen hangar after crossing the Atlantic twice.

Winds Buffet Smallest Dirigible



The "Puritan," the world's smallest dirigible, attempting to combat fierce winds of 85 miles an hour in order to land.

Italian Diplomat



The Duke of the Abruzzi, first cousin of the King of Italy, who headed a mission to Addis Ababa, the capital of Abyssinia, to arrange for a treaty whereby Italy obtained a foothold in that country. The pact provides Italy with vast field for exploitation as well as securing to her full control of Abyssinian ports.

Queen Mother



The Queen Mother of Albania, which recently became a monarchy under King Ahmed Zogu.

Mexico's President



Emilio Portes Gil, who was chosen provisional President of Mexico to succeed President Calles. He will remain in office until next year, when an election will be held.

Skin Serum



Dr. Jacob Fuchs, the noted German biologist and discoverer of a serum for the regeneration of the skin.

INFORMATION WANTED

FOR THE
1929 ISSUE OF THE

DOLLAR DIRECTORY

FOR
SECTION II.

ASSOCIATIONS, CLUBS, CHURCHES,
MISSIONS, GOVERNMENT OFFICES,
HOSPITALS, SCHOOLS & COLLEGES.

SECTION III.

BUSINESS HOUSES' LIST.

SECTION IV.

PARTICULARS OF AGENCIES' LIST.

SECTION V.

LOCAL WHO'S WHO.

SECTION VI.

RESIDENTS' LIST.

SECTION VII.

LADIES' LIST FOR HONG KONG.

SECTION VIII.

LADIES' LIST FOR KOWLOON.

SECTION IX.

PEAK RESIDENTS' LIST.

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WEDDING LIST

DR. JOHN DURRAN AND MISS K. HUNTER

GIFTS, LOCAL & FROM HOME

The following is a list of the presents at the wedding of Dr. John Durran, eldest son of the late Dr. J. G. Durran, Leighton Buzzard, Beds, and Mrs. Durran, No. 131, Warrender Park-road, Edinburgh, to Miss Katharine Hunter, second daughter of Mr. and Mrs. William C. Hunter of Arngask, Perthshire, and No. 70, Great King-street, Edinburgh. The ceremony was held in the Peak Church, Hong Kong, on Nov. 21.

Bride to Bridegroom: Fitted travelling case.

Bridegroom to Bride: Ivory toilet set.

Mr. and Mrs. Hunter: Diamond and sapphire ring and cheque.

Mrs. Durran: Fish forks and knives and cheque.

Misses Hunter: Gold watch and gold sleeve links.

Mrs. Durran: Carvers and embroidered cushion.

Miss Mildred Durran: Mustard, pepper and salt service.

Miss Margaret Durran: Embroidered tea cloth and duchess set.

Mr. J. G. Durran: Silver bread board and knife.

Mr. P. Durran: Silver bottle holder.

Mr. David Durran: Cheque.

Mr. and Mrs. Patrick Hunter: CanTeen and lace mats.

Mr. Smith: Cheque.

Miss A. M. Smith: Dinner mats.

Staff of Hong Kong & Whampoa Dock Co., Ltd.: Silver rose bowl.

Mr. and Mrs. R. M. Dyer: Cigarette box.

Dr. F. M. Grace Ozorio: Crystal bowl.

Mr. and Mrs. E. Cock: Blackwood cabinet.

Dr. Dykes: Gold pencil.

Dr. Duncombe: Cake basket.

Mrs. Buxton and Mr. R. C. Tredwell: Silver vase.

Mrs. Angus and family: Tea set and cake basket.

Mr. and Mrs. Harold Graves: Crystal bowl.

Mr. and Mrs. Hugh-Jones: Silver coffee spoons.

Mr. and Mrs. J. F. Wright: Butter dish.

Mr. M. M. Watson: Cheese and butter dish.

Rev. W. W. and Mrs. Roger: Sweet dishes.

Mr. W. L. Walker: Crystal bowl.

Mr. and Mrs. R. I. Barret: Picture.

Mr. and Mrs. Macgown: Cheque.

Mr. and Mrs. W. J. E. Mackenzie: Crystal bowl.

Mr. M. M. Moan: Thermos jug.

Mr. and Mrs. E. W. Kirk: Ash tray and ink pot.

Mr. and Mrs. Cookes: Entree dish.

Mr. and Mrs. Eric Anderson: Sauce boats.

Mr. and Mrs. H. Davenport Browne: Sauce boat.

Mr. and Mrs. J. H. Hunt: Picture.

Mr. and Mrs. G. B. Dunnett: Tea caddy.

Mr. Denis Blake: Silver entree dishes.

Mr. and Mrs. C. Stratford: Electric coffee percolator.

Mr. and Mrs. J. E. Anderson: Fish dividers.

Mr. Jan See-chin: Tea spoons.

Mr. Reidy: Liqueur decanters.

Dr. and Mrs. J. E. Dovey: Cocktail shaker.

Major and Mrs. G. F. Charles: Picture.

Mr. and Mrs. Percy Youngusband: Picture.

Mr. and Mrs. John Gibson: Tea cloth and napkins.

Mr. W. T. Stanton: Cut crystal decanter.

Mr. Wang Lai-sang and family: Gold bangle.

Peter Li and Ah Nin: Silver jam jar.

Mr. Archibald Durran: Kashmir embroidery.

Dr. F. Pierce Grove: Cheque.

Dr. G. E. Aubrey: Cheque.

Mrs. Poon: Silver vase.

Mr. and Mrs. Curtis: Silver vases.

Mr. A. C. Hynes: Tea cloth.

Mr. and Mrs. S. J. Jordain: crystal bowl.

Mr. and Mrs. Lindsell: Etching.

Mr. A. Prinsall: Tea cloth.

Major and Mrs. Cameron: Coffee tray.

Mr. and Mrs. Lammert: Coffee spoons.

Mrs. Millett: Tray cloth.

Mrs. and Miss Owen Hughes: Lace mat.

Mr. and Mrs. Hedley Constable: Snake skin purse.

Mr. and Mrs. Peter Tupper Carey: Lacquer box.

Miss Charlotte Forrest: Crystal vase.

Mrs. Reid: Cheque.

Miss Young: Tea cloth.

Mr. and Mrs. Geary Wilson: Coffee sugar and cream.

Mr. and Mrs. Keith Murray: Picnic box and water colour.

Mrs. Young and Miss Richmond: Hand bag.

Lord and Lady Murray and family: Tea spoons and silver purse.

Miss Christie: Embroidered bag.

Mr. Dick Ballie: Oil painting.

Mrs. C. B. B. Reid: Napkin rings.

Mr. and Mrs. D. Salmon: Gramophone.

Mr. and Mrs. Campbell and family: Clock.

Directors of the General Accident Fire & Life Ass. Corporation Ltd.: Clock with chimes and horn drinking cups.

Sir William and Lady Haldane and family: Silver mustard and pepper and salt service.

Rev. James and Mrs. Campbell: Embroidered pillow slips.

Mrs. Johnston Smith: Cornelian necklace.

Mrs. Richmond: Silver tea service.

Mr. and Mrs. W. F. McLaren: Mustard, pepper and salt service.

Mrs. Beck and family: Sausage boats.

Members of the Glenfarg Voluntary Aid Detachment: Pair silver candlesticks.

Lord and Lady Morison: Coffee cups.

Mrs. Salmon: Silver teapot and toast racks.

Lord and Lady Constable: Cheque.

Mrs. Russell: Bon-bon dishes.

Miss Mary Salmon: Travelling rug.

Mr. and Mrs. Milne Henderson: Silver jug.

Mr. and Mrs. Vere Seymour: Purse bag.

Miss Perrie Smith: Tray cloth.

Mr. and Mrs. Andrew Smith: Cheese dish and butter plates.

Dr. and Mrs. Peterson: Biscuit box.

Mr. and Mrs. Johnston: Silver tea tray.

Mrs. Bain and Mrs. Bruce Jones: Silver jug.

Miss Whigham: Biscuit jar.

Mrs. Pendlebury: Paper stand and blotter.

Mr. and Mrs. K. P. MacGillivray: Silver tea tray.

Mrs. Mann: Etching.

Mrs. Gull: Butter, dishes.

Dr. and Mrs. Liller and family: Tea spoons.

Mrs. John Waugh: Etching.

Mr. James Siday: Cheque.

Rev. Philip and Mrs. Lilley: Clock.

Mr. and Mrs. Morison: Silver nyrex dish.

Mrs. Onstetter: Napkin rings.

Mrs. Nelson: Briggs Constable:

Muslin calendar.

Mrs. Cunningham: Tea cloth.

Mr. Morton Pular: Sport stick.

Mr. and Mrs. Piper: Worcester fruit dish.

Miss Spratt: Crystal vase.

Mrs. John Thomson: Tea cloth.

Mr. H. M. Pettullo: Tea cloth.

Dr. and Mrs. Miller: Ivory brushes and comb.

Miss Salmon: Gold chain.

Mrs. John Thomson: Tea cloth.

Mr. and Mrs. Wilson: Book.

Mrs. H. R. Anderson: Silver tea service.

Dr. and Mrs. Salmon: Crystal and silver.

Mr. and Mrs. Durran: Embroidered cushion.

Miss Mildred Durran: Mustard, pepper and salt service.

Miss Margaret Durran: Embroidered tea cloth and duchess set.

Mr. J. G. Durran: Silver bread board and knife.

Mr. P. Durran: Silver bottle holder.

Mr. David Durran: Cheque.

Mr. and Mrs. Patrick Hunter: CanTeen and lace mats.

Mr. Smith: Cheque.

Miss A. M. Smith: Dinner mats.

Staff of Hong Kong & Whampoa Dock Co., Ltd.: Silver rose bowl.

Mr. and Mrs. R. M. Dyer: Cigarette box.

Dr. F. M. Grace Ozorio: Crystal bowl.

Mr. and Mrs. E. Cock: Blackwood cabinet.

Dr. Dykes: Gold pencil.

Dr. Duncombe: Cake basket.

Silver vase.

Mrs. Angus and family: Tea set and cake basket.

Mr. and Mrs. Harold Graves: Crystal bowl.

Mr. and Mrs. Hugh-Jones: Silver coffee spoons.

Mr. and Mrs. J. F. Wright: Butter dish.

Mr. M. M. Watson: Cheese and butter dish.

Rev. W. W. and Mrs. Roger: Sweet dishes.

Mr. W. L. Walker: Crystal bowl.

Mr. and Mrs. R. I. Barret: Picture.

Mr. and Mrs. Macgown: Cheque.

Mr. and Mrs. W. J. E. Mackenzie: Crystal bowl.

Mr. M. M. Moan: Thermos jug.

Mr. and Mrs. E. W. Kirk: Ash tray and ink pot.

Mr. and Mrs. Cookes: Entree dish.

Mr. and Mrs. Eric Anderson: Sauce boats.

Mr. and Mrs. H. Davenport Browne: Sauce boat.

Mr. and Mrs. J. H. Hunt: Picture.

Mr. and Mrs. G. B. Dunnett: Tea caddy.

Mr. Denis Blake: Silver entree dishes.

Mr. and Mrs. C. Stratford: Electric coffee percolator.

Mr. and Mrs. J. E. Anderson: Fish dividers.

Mr. Jan See-chin: Tea spoons.

Mr. Reidy: Liqueur decanters.

Dr. and Mrs. J. E. Dovey: Cocktail shaker.

Major and Mrs. G. F. Charles: Picture.

Mr. and Mrs. Percy Youngusband: Picture.

Mr. and Mrs. John Gibson: Tea cloth and napkins.

Mr. W. T. Stanton: Cut crystal decanter.

Mr. and Mrs. Wang Lai-sang and family: Gold bangle.

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PRICKLY HEAT & SUNBURN.

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Scotch Whisky

4 Gold Medals

AGED

BY

TIME

Obtainable at all
Stores.



Sole Agents for Hong Kong & So. China.

N. S. MOSES & CO., LTD.
Bank of China Bldg.
4, Queen's Road C.

**STOP COUGHS WHERE
THEY START!**

EVANS' PASTILLES go right to the root of the trouble, killing the germs that lurk in the innermost recesses of the nose, throat and chest.

Safeguard your health and that of your children always by having them ready to use at the first sign of a cold.

Made in England to the formula of the Liverpool Throat Hospital and sold by Chemists everywhere.

EVANS'
ANTISEPTIC THROAT
Pastilles

CHOY HEONG
MANUFACTURER OF PRESERVED GINGER AND FRUIT.
Established For More Than Forty Years.
Offices—No. 90, Bonham Strand, Hong Kong. Tel. C. 1424.
Factory—1A, Sham Chun Street, Mongkok. Tel. K. 400.

FOR CHARITY

(Continued from Page 2.)

The establishment in Hong Kong of an Industrial School by the Salesian Fathers is a considerable help to the Society in the difficult task of providing employment for the children of the poor. Without a training in any trade, and little or no knowledge of English, these young boys have hitherto had no qualifications to fit them for any but the most menial work.

St. Joseph's Home for Aged Poor

6. This Home was assisted to the extent of about \$2,000.00 per annum by the Society before it was taken over by the Little Sisters of the Poor. As the rules of their Order oblige these Sisters to beg each day for the maintenance of their charges, and do not allow them to have any fixed income, the Society has not been called on to make any regular allowance to the Home during the period under report. \$200.00 was, however, given as a donation at Christmas, and \$100.00 on St. Joseph's Day (19th March).

The Council desires again to record with gratitude the assistance given to the Society by this Home in receiving, as accommodation permits, a number of aged Poor for whom, owing to their advanced age and feeble health, the Society is not in a position to provide the comforts which are found at the Home. The Home is now situated in large premises and extensive grounds at Ngau Chi-wan, near Kowloon City, and the good Rev. Mother is always glad to receive visitors and show them over the place.

Expenditure 1918-1927

It is interesting to record that during the 10 years 1918-1927 the total expenditure of the Society was \$158,072.42. The principal Relief to the poor in money and provisions (including special Christmas grants) \$78,594.33, Education of poor children \$39,253.88, Home for the Aged Poor \$21,224.55, Rent grants \$6,486.87, Medical Aid \$2,738.18, Clothing, shoes and blankets \$3,255.78.

Acknowledgments
8. Contributions towards the Society's Fund during the first nine months of 1928.

Help Hong Kong's Poor
9. In submitting this brief summary of the Society's work during the year the Council again appeals with confidence to the generous public of Hong Kong—both on the occasion of the Street Sale of Roses on Our Poor Day, Saturday, December 1, and at the Al Fresco Fete, which will be held on December 9. The Society depends

**A WEEK'S PAPERS
IN ONE****"OVERLAND CHINA MAIL"
ILLUSTRATED.**

CHINA NEWS. LOCAL NEWS
AND ALL THE NEWS

SEND IT HOME!

Both in reading matter and in pictures, the "Overland China Mail" sets a very high standard this week. This degree of quality will be maintained for the benefit of readers.

As the only illustrated weekly budget of "local" and "China" news published in this Colony, the "Overland" commands the attention it merits. People in other parts of the world, particularly in Britain, speak very well of it.

By sending a copy to the folks, friends or business connections, you will be doing them a favour which will be appreciated, and you will save yourself the trouble of having to write many descriptive letters.

It always pays to "tell" about Hong Kong. And here are a few of the topics which the "Overland" tells this week:

The sensational Carvalho Yeo (Treasury Fraud) trial. Double tragedy on H.M.S. "Cornflower," with official version.

Police Court proceedings against a Private of the King's Own Scottish Borderers for allegedly wounding a Sergeant on a troopship.

How Miss Mann, the missionary, was murdered by Chinese. Probate granted in a Hong Kong millionaire's estate.

Detectives lay siege to flats for two days in unsuccessful endeavour to seize thousands of dollars of spurious banknotes.

About the pictures. These cover a variety of events, the best being those of the British Far East Flight, that is, the spectacular arrival in Hong Kong, and the departure from Manila. The last named photos were carried specially to the "Overland" by the seaplane air mail.

READY NOW.

Mail via Suez closes at 10.30 a.m. on Saturday, and via Siberia at 6 p.m. on Saturday.

SINGLE COPY 25 Cents.

(Sold on the streets and at the bookstalls or you can send your subscription to the office—H.K. \$18 per annum, or \$15 including postage abroad, half-yearly, quarterly, or special periodical rates.)

No. 24, WYNDHAM STREET—PHONE C. 222.

"THE OVERLAND CHINA MAIL"

almost entirely on these two public appeals for the maintenance and extension of its work among the Poor of this Colony.

J. M. NORONHA,

President.

SIMON TSE-YAN,

Vice-President.

ROBERT CHOI,

Hon. Secretary.

AUSTIN A. ALVES,

Hon. Treasurer.

Statement of Accounts of Bazaar held on December 4, 1927

Gross Receipts

Our Poor Day Sale of:

Roses \$ 4,234.10

Motor Car Draw 7,243.00

American Stall 1,510.10

Chinese C.Y.M.S. Stalls 932.72

Ten Cents Stall 1,010.16

Donations 1,316.00

Gate and Souvenir Stall 822.10

"Little Flower" Stalls 924.95

Farm Yard and Guessing

Competitions 672.00

Shooting Gallery 200.20

Raffle of 3 Dressed Dolls 100.00

Christmas Tree Stall 204.00

Five Dollars Stall and

Xmas Hampers 635.10

Chinese C. Y. Ladies' Society Stalls 609.39

Fifty Cents Stall 459.50

Candy Stall 381.51

Naval Stalls 305.30

The Arcades 227.05

Raffles & Doggeries 60.50

Auction Sale on Dec. 14, 1927 488.75

Sale of Tobacco 73.92

Sale of Flowers 13.20

Sale of Empty Boxes 10.50

Bank Interest 14.14

\$22,463.24

Expenses

Our Poor Day, Sale of Roses

Cost of Roses, Advertising, Printing & Incidental charges \$ 361.80

Motor Car Draw

Cost of Erskine Sedan Car 2,300.00

Advertising, Printing

and Consolation Prizes 362.45

Toys and Other Articles

For Prizes & Souvenirs 4,185.98

Farm Yard

Xmas Turkeys, Suckers, Geese, etc. 457.29

Candy Stall 102.25

Printing and Advertising

Illuminations and Decorations 138.95

Electric Current supplied by The Hong Kong Electric Co. Ltd., free of charge.

General Charges

Erection of Stalls 520.00

Band K.O.S.B. 168.00

Fire Insurance 5.75

Service of Shroffs 55.00

Wages of Watchmen, Hire of Chairs, Coolie hire, Postage, Refreshments to Bands-men, Workers, etc., etc. 645.23

Transferred to General A/c 12,648.84

Bad Coins 1.45

\$22,463.24

ARTHUR A. ALVES,

Hon. Treasurer.

Hong Kong, Nov. 1, 1928.

"JAZZ MAD"

TO-DAY'S PICTURE AT THE STAR

Romance and good acting feature Universal's latest picture "Jazz Mad" which will hold the bill from to-day to Saturday at the Star Theatre. Human interest also abounds in this story of an old musician whose great symphony is an unwanted product of his genius and who is forced to earn his living as a conductor of a jazz orchestra. Jean Hersholt, who was seen here recently in "The Student Prince" gives perhaps the most remarkable portrayal of his entire career. Marion Nixon and George Lewis are also featured players and convincingly play their parts in a delightful romance. The continuous movie performance will end to-night at 8.30 p.m. At 9.15, the Hong Kong A.D.C. will present Ian Hay's famous racing play, "The Sport of Kings."

Miss Norah Hope, who was injured in the motor accident on the road to Sitiawan, and who has been in the Hospital at Batu Gajah ever since, has returned to her parents' home in Ipoh. She is, we understand, still suffering from very severe shock and may have to be X-rayed to find out whether she has suffered any injury internally. Very widespread sympathy is felt for Miss Hope, who is known to be a careful and experienced driver for, from all reports, we have heard, the inexplicable circumstances that contributed to the accident might have been the unfortunate lot of any other driver. We trust that Miss Hope will soon recover from the regrettable effects of a most unfortunate experience. "Times of Malaya."

MAGNESIUM-PERHYDROL
against
INDIGESTION

An entirely new MAGNESIUM-OXYGEN treatment.

Rapid relief for

HEART-BURN, LACK OF APPETITE, SICK HEADACHE.

THE NATURAL CURE

FOR CONSTIPATION

THE MOTORISTS' PAGE

**POWER and SPEED
with SILENCE,
SAFETY and ECONOMY.
THAT'S
B. S. A.
MOTOR CYCLES**

THE MOST RELIABLE OF ALL MACHINES.

COME & SEE THE MODELS IN STOCK.

**THE SINCERE CO., LTD.
SOLE AGENTS.**

There is nothing quite like the new
MONET-GOYON anywhere in quality.

NEW PRICES: FOR CASH OR GRADUAL PAYMENT.

All machines are delivered with the verification
of the Chief Engineer of the
French Government.

The 1929 Latest Models Are Now on Display.

in
THE MACAO COMMERCIAL FAIR
and
THE FRENCH MOTOR CYCLE CO.
46, Nathan Road, Kowloon.

BUYERS' GUIDE

MOTOR CARS.

ARMSTRONG SIDDELEY.—Hongkong Hotel Garage, Queen's Road. C.4759.
BUICK.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

CADILLAC.—Hongkong Hotel Garage, Queen's Road. C.4759.
CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.

CHRYSLER.—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.
HANOMAG.—Wai On Tseng, Ltd., 243 Des Voeux Road, C. Tel. C. 711.

MORRIS.—Hongkong Hotel Garage, Queen's Road. C.4759.
OAKLAND.—Lane, Crawford, Ltd.

OLDSMOBILE.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

PACKARD.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

PONTIAC.—Lane, Crawford, Ltd.

ROLLS-ROYCE.—Hongkong Hotel Garage, Queen's Road. C.4759.

SINGER.—Gilman & Co., 4a, Des Voeux Road Central.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.

VAUXHALL.—Lane, Crawford, Ltd.

WHIPPET.—Gilman & Co., 4a, Des Voeux Rd, C.

WILLYS-KNIGHT.—Gilman & Co., 4a, Des Voeux Road Central.

MOTOR TRUCKS AND TRACTORS.

BROCKWAY MOTOR TRUCKS.—The Asiatic American Co. Tel. C. 214.

CHEVROLET.—Hongkong Hotel Garage, Queen's Road. C.4759.

FEDERAL TRUCKS.—Kin Cheong Hong, 37, Connaught Road C. Tel. C. 6...

G.M.C.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

GUY.—A. Lung & Co., 19, Queen's Rd, C. Tel. C. 1219.

MORRIS.—Hongkong Hotel Garage, Queen's Rd. C.4759.

STUDEBAKER.—Hongkong Hotel Garage, Queen's Road. C.4759.

WILLYS-KNIGHT TRUCKS.—Gilman & Co., Ltd., Des Voeux Rd, C.

MOTOR CYCLES.

B. S. A.—The Sincere Co., Ltd., Des Voeux Road. C.1067.

NEW HUDSON.—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.

RALEIGH.—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.

ROYAL ENFIELD.—A. Lung & Co., 19, Queen's Road, C. Tel. C. 1219.

TYRES AND ACCESSORIES.

ACCESSORIES.—Hongkong Hotel Garage, Queen's Road. C.4759.

ACCESSORIES.—The Duro Motor Co., Nathan Road, Kowloon. K.226.

AUTO-TOTAL FIRE EXTINGUISHERS.—Keller, Kern & Co., Ltd., 16-19, Connaught Road, Central.

COLUMBIA BATTERIES.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

FIRESTONE TYRES.—The Dragon Motor Car Co., Ltd., 33 Wong Nei Chung Road, Happy Valley. C.1247.

MILLER ACCESSORIES.—A. Lung & Co., 19, Queen's Rd, C. Tel. C. 1219.

MILLER TYRES.—A. Lung & Co., 19, Queen's Rd, C. Tel. C. 1219.

PRESTOLITE BATTERIES.—Hongkong Hotel Garage, Queen's Road. C.4759.

HONEST VALUE

STILL BASIS FOR GOOD
BUSINESS

AGE-OLD PRINCIPLE

Cleveland, Ohio.—This modern day, despite its remarkable progress and achievement in all lines of endeavour, has not as yet found a substitute for the good old principles of sound quality and honest value in merchandising goods, declares Mr. H. J. Leonard, president of the Stearns Knight Corporation of this city.

"On the contrary, manufacturers have turned more strongly than ever to that age-old principle to achieve lasting success in the sales field. With national and world-wide distribution of so many kinds of products, nothing but an honest reputation for quality and value will permit any merchandise long to compete, whether it be needles or motor cars.

Splendid Sales.
"Perhaps this truth bears with more force on the automotive trade than on any other, owing to the sterner demands of competition, and the world-wide distribution of all the leading makes. We feel that the splendid sales record of our organisation throughout the past 28 years and the continual growth made by our company since its inception, is direct proof that we have achieved success through marketing a product that was fundamentally sound."

"In the production of both the Stearns-Knight eight-cylinder cars and the Stearns-Knight sixes, we have adhered to the principle of honest value more closely than ever before in order to fulfil the expectation of our clients for a luxury car of the highest quality."

Mr. Leonard made this statement following the announcement that sales of the Stearns-Knight cars had on September 1, passed the total sales mark registered in the entire twelve months of last year.

IN BESSARABIA

THE FIRST TOURIST TRIAL

Bessarabia, which became part of Roumania after the war, is undergoing rapid changes and in the whole region an ever increasing display of activity is apparent. The problem of transport is receiving its due share of attention; new roads are being opened up and the whole machinery of transport is being steadily improved. With a view to encouraging every initiative in this direction, both public and private bodies are vying strenuously with each other in promoting trials, competitions, and other means of propaganda. Notable amongst these is the First Tourist Trial which took place recently. It was opened only to touring cars and was run over a most difficult 290 miles course.

Twenty-seven cars representing the following makes started: Oakland, Buick, Overland, Ford, Erskine, Pontiac, Essex, Ansaldi, Oldsmobile, Chandler, Rugby, Peerless, Paige and Fiat.

A model 520 Flat tower driven by Major Urdareanu arrived first without a single penalisation mark, winning the first prize of 25,000 Lei. A Buck and an Oakland were classified second and third respectively.

A Dive to Death

The film is nearly 1,000 feet long, and can be secured either in standard size or in the 16 mm. size for home motion picture outfitts.

BEHIND THE SCENES

VAST AMOUNT OF
TESTING

A MOTOR-FILM

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Research Work

From the speedway the film takes one through the research laboratories, showing every aspect of the development and testing work that goes on incessantly. There are scenes in the "cold room," with mechanics testing a motor at 20 below zero on a hot July day, and views of a car travelling 70 miles an hour on the spinning rollers of the chassis dynamometer while engineers record details of performance.

One of the most interesting laboratory scenes shows how engineers study the action of moving parts through the use of the stroborama, which flashes an intense light on the part in motion. By synchronizing the speed of the flashing light with the speed of the object, the latter appears to stand still. A fan rotating at 8,000 revolutions per minute, is thus made apparently to stand still before the camera.

After showing experiments in the physical, chemical and electrical laboratories, the action of the film moves to Studebaker's Proving Ground—the 800-acre "outdoor laboratory" where rigid tests are performed. Cars are seen speeding around the three-mile speed bowl, jolting over the rough trail roads, and splashing through the "bath tub" test.

Instruments are shown in operation to record the amount of foot pressure required to operate clutch and brake pedals; to ascertain the fuel consumption at varying speeds and carburetor adjustments and to determine steering effort.

The film is nearly 1,000 feet long, and can be secured either in standard size or in the 16 mm. size for home motion picture outfitts.

FASHION IN MOTOR CARS

Those who would eliminate fashion from motor car manufacturing and marketing (says "The Autocar"), far less development, have never asked themselves the question: "What would be the case of the clothing industries and trades if fashions were not changed?" A moment's reflection would reveal that the scale of business done would be less than half that achieved to-day. Car fashions are not changed two or three times a year as are clothing vogues; and yet it is equally obvious, if there were to be no progress in design, the majority of car owners would be content to continue for an indefinite time with the machines they have in present use. Undoubtedly, development is a necessary and inevitable process in promoting demand.

**POPULAR USE
OF KNIGHT MOTORED
CARS
GREATLY INCREASED**

For many years the average

motorist regarded the luxurious cars

of Europe and America which were

Knight double-sleeve engines, with

envious longing. Since the intro-

duction of a Willys-Knight six-

cylinder car at the cost of the aver-

age six with ordinary power plant,

however, this condition has been

radically changed.

The outstanding success of this

new car has increased the number

they have in present use. Un-

doubtedly, development is a neces-

sary and inevitable process in pro-

moting demand.

Maintenance Cost

Statistics for 1927 show that the

cars actually in use numbered

787,000, and it is expected that the

total will be nearly 900,000 by the

end of this year. "In spite of ex-

perience elsewhere there is therefore

reason to think that the ex-

haustion of further potential car-

owners will before long begin to

be reflected in the registration

statistics. In this connection it

must be noted that reduction in the

initial cost of cars will in future

be of limited effect in increasing

the number of car-owners, as such

initial cost is becoming less im-

portant in relation to maintenance cost.

It is maintenance costs, par-

ticularly garaging and taxation,

that in England are keeping the

motor-car beyond the reach of

income classes which in the United

States, Australia, or New Zealand

are able to own and run cars.

"In the absence of a determined

effort to reduce these running costs

only a small annual increase in the

number of registrations can be

looked for after 1929, and even

this increase would fluctuate with

the general level of prosperity."

The position of the used-car

market has been investigated.

On July 1 this year a sample of

13,747 used cars in stock only 1.5

represented present registrations.

Up to 14-h.p. the majority of cars

had been in stock less than three

months, and over 14-h.p. the

majority had been in stock over

FINGER DRIVING
WHAT THE NEW GEAR BOX MEANS
"AUTOMATIC" FABLE

(By the Hon. Victor Bruce)
London, Oct. 7.
No matter how the general car control and necessities of maintenance may have been simplified, the matter of gear changing has always been the bane of the novice. One would have added, "and always will be," a short while ago, but indications in connection with the forthcoming Olympia Motor Show in London suggest how a new era is dawning.

One of the great British manufacturers announces that on two of his models is to be standardised a really fool-proof gear box control, with which it is impossible to do other than change cleanly and expertly; which abolishes the dreaded gear lever, and which is equally quiet on indirect and direct ratios. It is a big claim, but is justified.

The Working

Gear changing on this car is not, in spite of public statements that have been made, automatic. The operator, knowing, or may-be only anticipating, that a change to a lower ratio will be desirable in a few moments—for rounding a corner, which he can see a hundred yards ahead on a steep hill—for instance—moves a little finger on the steering wheel around an engraved dial to the position indicated for the lower gear.

Nothing happens then, but when the time comes that the change down is desirable, the driver depresses and releases the equivalent of the clutch pedal. Soundlessly, so far as the change is concerned, and without increase of noise from the gear box, the new ratio comes into effect, and the driver, anticipating the development of road conditions ahead, moves the indicating finger either to a still lower gear or back to top, according to whether the conditions of gradient promise to become more or less severe, selecting his own time for making the actual change.

Judgment Remains

This system seems almost ideal, and I should imagine little practice is needed to become accustomed to it. But, it is not automatic, and therein, to my mind, lies its principal charm. It still leaves to the driver the necessity for judgment as to the best time to change gear in order to extract the maximum efficiency from the engine. But faulty judgment holds no penalties in the form of grinding of teeth, or, still worse and more dreaded, the missing of the gears altogether and the danger of the car dropping backwards down the hill!

The completely automatic gear has attracted inventors since the beginning of motoring, and many promising designs have appeared. Generally, however, they suffer from the inherent objection that other factors—factors which are never constant, and therefore cannot be allowed for—that engine speed and road speed enter into the requirements as to the ratio of drive between engine and road wheels.

Human Element Necessary
Normally, in moving off from rest, the automatic gear would start from zero and gradually decrease the gear ratio until, at a given car speed, the highest possible ratio allowed for by the design had been attained. Similarly, in slowing down, so soon as that set car speed had been passed in the slackening of pace, the gear ratio would steadily become lower. But there are many occasions when we wish to run gently at a moderate speed in top gear, or when a hill can be climbed more quickly by dropping into a lower gear, than would be proportionate on the level to the speed of the car.

These contrasting requirements cannot be met by a completely automatic gear, though it is possible to fit a supplementary hand control in order to obtain abnormal gear variations. The difficulty is met in just this way in a new automatic and infinitely variable gear, the details of which have just been announced. This is a variation of the age-old friction drive idea, and so far as can be told without actual road experience it promises better than any predecessor on the same lines that I have seen.

Unmechanical Principles

These two developments, anyway, seem to suggest that at last a serious effort is being made to remove the gear changing "bogey." Ever since the days of the first motor-car expert and novice alike has been exclaiming against the crude and unmechanical principle of the conventional gear box—the necessity for sliding two revolving pinions into engagement.

In all the years that have passed, practically no progress has been made so far as the average car is concerned, and the same principle is still employed on the vast majority of cars. Detail improvement, increased metallurgical knowledge and so forth have overcome most of the objections to the system of gear changing in question, however, and

GROWTH OF SALES
OVERCOMES SEASONAL UNBALANCE
INDUSTRY'S TREND

Increased use of automotive vehicles in all parts of the world has completely changed the status of a motor car in the average household. Whereas it was once a possession which conferred great distinction on its owners and which was carefully taken out for display when fine weather permitted, it is now merely a means of getting from one place to another in the shortest possible time with a maximum of comfort.

For this reason, all-weather, enclosed cars are rapidly replacing the open car and the automobile is used exactly as much during months of bad weather as during the most pleasant months of the year. As a natural result, automobile sales which used to be crowded into about three months of the year, are now distributed more and more evenly throughout twelve months.

For instance, the Willys-Overland Company of Toledo, Ohio, U.S.A. have just issued a financial statement for the third quarter of the year 1928, showing an increase of 90 per cent. over the same period last year. Their sales in Export markets showed even greater gain, being 117 per cent. larger in the period of July, August, September 1928 than during the same period of 1927.

These figures, however, are not an accurate gauge of the industry as a whole, as Willys-Overland has enjoyed an exceptional growth throughout the entire year—September being the ninth consecutive month in which all previous sales records were broken.

The outlook for the closing quarter was reported exceptionally bright as the popular demand for Whippet Fours and Fives and for Willys-Knights continues to increase, apparently without relation to the seasons of the year.

MUD, LIONS, & SAND

CAPETOWN TO BELGRADE
BY CAR

A party of four South Africans and one Central African native arrived in Belgrade on October 1, having come all the way from Capetown in the Chevrolet cars, standard models. They had been on the road since March 1, for they had deliberately chosen to make their journey at the worst possible time of the year, during the wet season, to test the reliability and endurance of their cars. Of the 8,000 miles traversed in Africa some 2,000 would seem to have been over land where there were no roads or bridges; they just started due north by the sun through elephant grass over six feet tall, through fields of mud, axle deep, and over vast sandy deserts. Their cars were dragged through hundreds of flooded rivers many of which were not marked on their maps, where all bridges had been swept away, were pushed over miles of soft sand and hauled out of swamps by teams of natives. Several times their meat supplies were stolen during the night by lions, but though they did not succeed in bugling any.

From Cairo they passed through Palestine and Turkey to Constantinople and visited Greece, Bulgaria, and Romania before coming on to Belgrade. From their photographs it would seem that they had almost as much trouble on some of the Greek roads as on those of Central Africa. Nor was crossing the Danube an easy task for it took them 28 hours to come from Panchevo to Belgrade on a barge. They left for Italy, Switzerland, France, England, and Scandinavia, and hope to reach Stockholm in a few weeks' time.

Their light van carried a high-power wireless set and they were able to listen to in London concerts when stuck fast in deep black mud in the wilds of Africa and to keep in touch all the time with their friends in Capetown.—Ex.

WHEN A CAR IS OLD

When a car gets in a condition that it is hard to start, loses pep on hills and does not perform as well as it used to, the fault lies in not having the machine inspected until after it has reached a condition when its loss of efficiency is conspicuous by its poor performance. An automobile properly serviced should give as good performance after 25,000 miles of driving as it did after 10,000, if a few of the principal minor servicing items are looked after regularly.

Another tendency towards simpler gear changing is found in the increasing practice of fitting a free wheel clutch to the transmission gear. Since I have already enlarged upon this subject I will not go into details now; but with a free-wheel it is possible for the novice to execute changes to a lower ratio at a high road speed which would make the expert hesitate on a normal fixed-wheel car.

The free-wheel equally robs the gear box of all its terror—and at the Olympia Show we shall find that it has been adopted on quite a number of British cars.

PIKE'S PEAK
CLIMB SHOWS INTERESTING DEVELOPMENTS
4-CYLINDER STOCK CAR.

One of the surprises of the annual Pike's Peak climb for stock cars held early in September under the sanction of the American Automobile Association, was the unusual performance of a stock Whippet roadster. In this gruelling test for stock cars over the 12 1/3 mile route from Crystal Creek to the summit of the peak, the Whippet won second place. The car which won first place was an 8-cylinder machine selling at the factory for more than four-times the Whippet's price.

Never before has a Whippet been entered in this great hill climbing classic, which is declared by expert automobile engineers to be the most severe test that could be imposed on a stock car since it demands not only speed and power, but a cooling system that will function efficiently from a very high temperature at the start to the extremely cold encountered at the top of the mountain.

203 Curves

In the event this year, the Whippet left the starting line at Crystal Creek, 9,000 feet above sea level, and proceeded over the dirt highway to the top, climbing mile after mile and rounding the 203 hairpin curves and dangerous switchbacks which make up the route. It was loudly acclaimed when it raced across the finish line, 14,109 feet above sea level.

Conditions for the race were the worst in the 13 years' history of the Pike's Peak climb. The roadway for the last four miles was a sheet of ice and snow, with a blizzard raging at the top of the peak. Careful inspection of the Whippet after this terrific test revealed an engine functioning perfectly and showing no signs of overheating. This is said to be one of the finest tributes possible for the car's cooling system.

WHAT IS A MILLION?

GENERAL MOTORS EXPORT HEAD EXPLAINS

Although American business men talk in millions, few of them have any accurate conception of what a "tremendous quantity" 1,000,000 dollars really represents, according to Mr. J. D. Mooney, president of the General Motors Export Company, who recently returned to the U.S.A. after an extended European visit.

Mr. Mooney recounted a conversation in point with an Amsterdam banker at a London banquet. "What will be the extent of your export business in May?" the banker asked.

"Twenty-five million dollars," Mr. Mooney replied. "How many motor cars did the United States build last year?"

"The United States and Canada built 3,500,000," Mr. Mooney answered.

They talked about American industry. Every query, according to Mr. Mooney, brought an answer in terms of millions.

"You'll have to stop," said the banker finally. "Those figures are no big I can't comprehend them."

"Neither can I," was Mr. Mooney's reply.

Despite the enormous volume of commercial and industrial activity, which is now seldom considered important in less than seven-digit terms, few business men have any conception of the tremendous scope covered by the now commonplace word "million," Mr. Mooney added.

WHEN A CAR IS OLD

When a car gets in a condition that it is hard to start, loses pep on hills and does not perform as well as it used to, the fault lies in not having the machine inspected until after it has reached a condition when its loss of efficiency is conspicuous by its poor performance. An automobile properly serviced should give as good performance after 25,000 miles of driving as it did after 10,000, if a few of the principal minor servicing items are looked after regularly.

From the standpoint of low maintenance cost and satisfactory performance, it will be well to look after the following items at regular intervals: Adjust carburetor, adjust third brush, clean distributor cap, adjust ignition timing, clean battery terminals, change oil in crankcase, adjust or replace fan belt, tighten electric connections. Clean and adjust contact points, inspect and replace those connections, check oil filter, renewing if necessary; clean motor and generator commutators, inspect spark plugs, replacing if necessary; inspect lighting and ignition switches and relays, and clean all fuel lines, blow out fuel lines and screens.

SPEED PROBLEM
CLIMB SHOWS INTERESTING DEVELOPMENTS
STEERING BY MEANS OF SIGHTS
SAFETY FEATURE

One of the most difficult problems in connection with the attempt by Major H. O. D. Segrave next February to regain for Britain the world's fastest land speed record on the sands at Daytona, Florida, has just been satisfactorily solved.

His 1,000-hp. car is designed to travel at a speed of at least 240 miles an hour, with a possible maximum of 260. But steering at that speed is another matter.

It has now been decided to equip the car with sights just like a rifle and to steer it much as a bullet is directed to its target. The car itself is shaped like a projectile. To time this particular record (the stopwatch is far too inaccurate at such speeds) the driver is required to drive his car over electrical timing strips. There are laid out on the sand at the beginning and end of the measured mile course. They are about 26 ft. in length and are indicated by two posts like goalposts.

4 1/2 Miles Start

It is estimated that Major Segrave will require a run of 4 1/2 miles to reach his maximum speed, and he will make his start at this distance from the electrical timing wire.

Two immense targets are to be erected at Daytona on scaffolding above the timing wires, both at the start and finish of the measured mile. Each at its centre will have a big bull's-eye.

The sights on the car and the bull's-eye will be magnified by means of a telescope fixed to the car.

The driver, looking through the telescope, will get the car's sight in line with the centre of the bottom of the bull's eye (six o'clock position of the bull), and drive straight at it. As he hurtles under the first target suspended over the start of the timed distance he will pick up the target at the end of the timed distance, steering in the same manner as before.

By this means he hopes to keep a dead straight course. How necessary this is, is clear when the speed of the car is considered. At 240 miles an hour the car travels four miles a minute, or one mile in 15 seconds, or, to reduce it further, a quarter of a mile in under four seconds.

The slightest wandering off the straight line might easily carry him into the sea and mean disaster.

MERELY A BLURRED LINE

"It is quite impossible to steer accurately by ordinary objects," Major Segrave said. "The flags marking the course are merely a blurred line. The timing posts are too far away to be visible at the start, and when you get near to them they simply jump at you. This new method of steering should be of enormous assistance to me in my attempt."

The cost of Major Segrave's car is being borne by two wealthy London business men, and runs into many thousands of pounds. They are both anxious to see the record regained for England, but one of their stipulations was that the designer should guarantee that the risk run by Major Segrave should be reduced to the lowest possible limit.

This latest development is one of the safety features.

THE BRAKE SYSTEM

THREE IMPORTANT THINGS TO REMEMBER

There are three things of the utmost importance to be considered in the matter of good brakes.

First—Safety. That is probably the most important, for with poor brakes not only a driver's life is endangered, but the lives of pedestrians and other motorists are at stake. An automobile operator owes it to himself to keep his brakes well lined and adjusted, if only for the protection and safety of those riding in the car.

Second—Tyres. There is no other one thing more abusive to tyres than improperly adjusted brakes, and it is undoubtedly the most neglected adjustment on the automobile of to-day. Some brake on one wheel and some brake on the other, with a total disregard for rubber, and then wonder why they did not get mileage on their tyres.

Third—Comfort. Is it necessary to "stomp" on the brakes to bring the car to a stop? There is a world of satisfaction in "knowing" brakes are good, brakes that respond to the slightest touch of the pedal and bring a car to a full stop without sideslipping or "shimmying." It can be readily seen that good brakes add a great comfort to touring and are an absolute necessity on congested traffic, and they prevent a large percentage of skidding.

Good brakes are a protection to everybody.

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BUICK

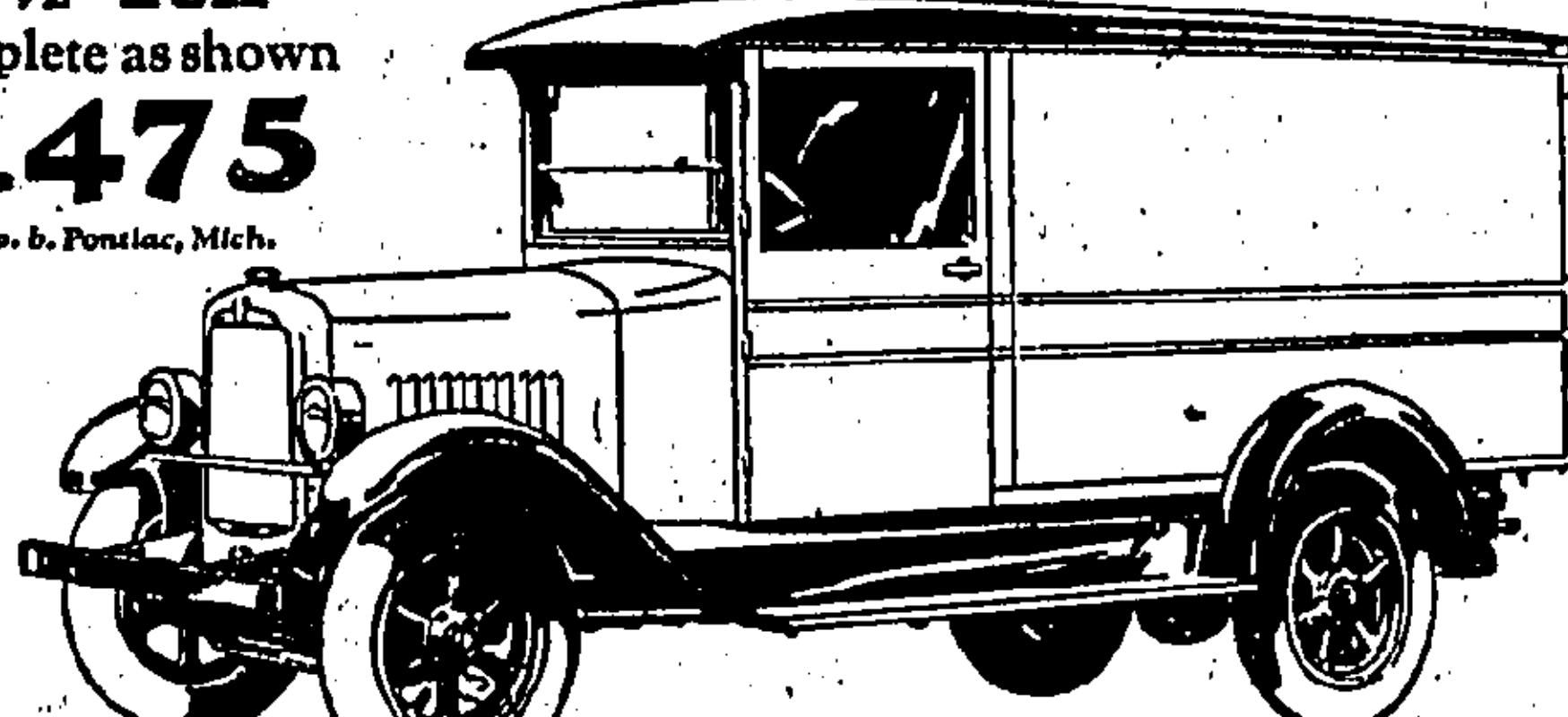
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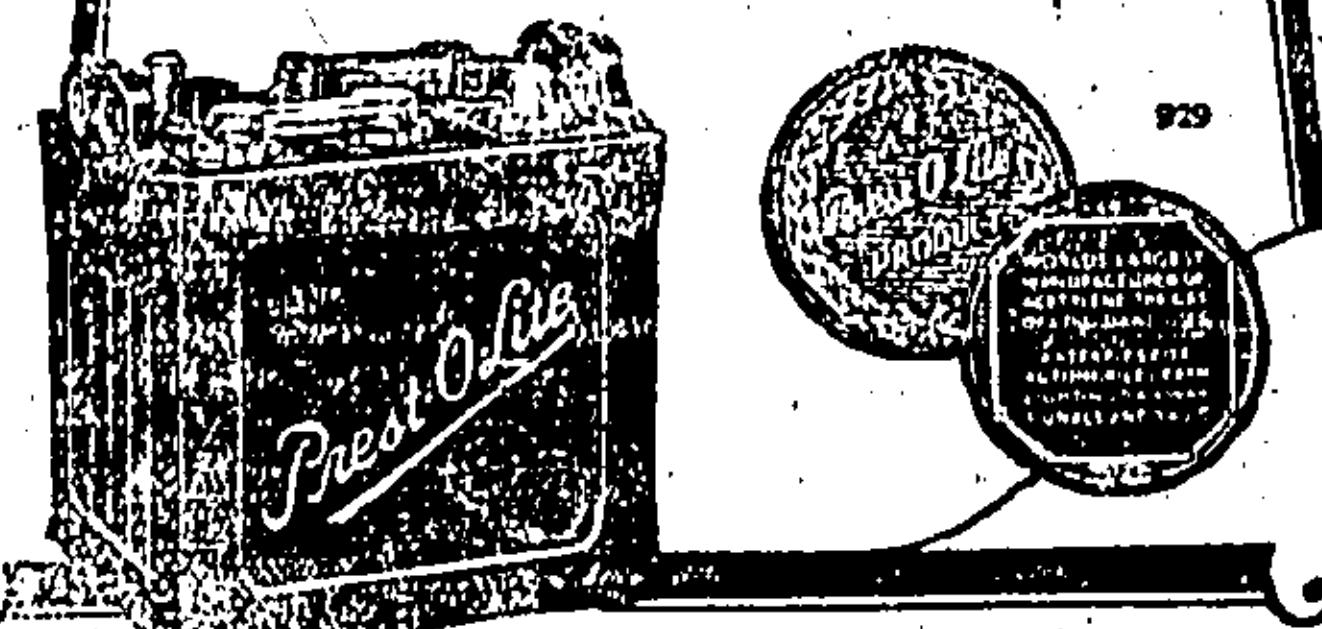
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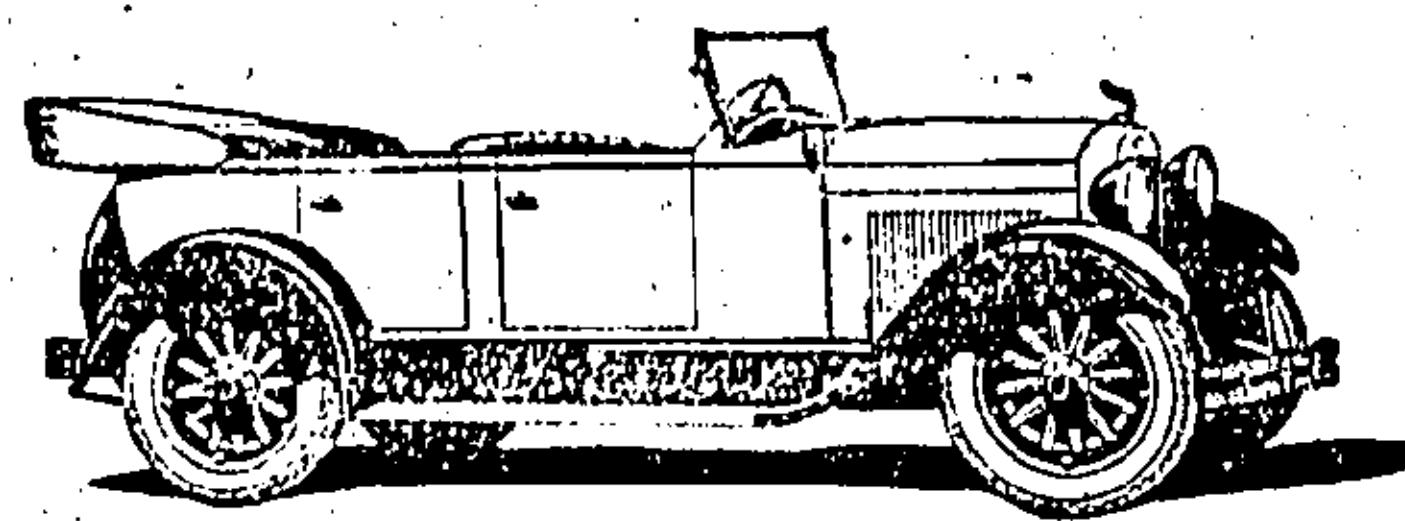
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THE 1929 CARS

GREATER POWER, YET MORE SILENT

NEW BODY DESIGNS

The 1929 automobile, a survey reveals, is an interesting study. It presents many new things and clearly depicts a different trend in design and construction. Increased engine power, silence and greater smoothness of operation, improved transmission, lower chassis and new styles in body designs are the outstanding features of the car for 1929.

Competition at Height.

Automotive executives agree that never before in the history of the motor car has competition been so keen and engineers are continually searching for something—both as improvements and as a selling feature to lure the prospective buyer.

Higher compression is one feature of engine design, as is increased piston displacement and improved valve action. Combustion chambers have undergone a change for the purpose of enabling owners to utilise the ordinary type of fuel, with the higher compression. Along with improved cylinder design comes the widespread use of the Invar strut or Nelson type of piston and many manufacturers are using them. However, there is the pro and con in this respect and it is more or less a matter of personal preference.

Increased Bore.

Increased piston displacement is found on a few of the engines, the increase being obtained by increasing the engine bore. The average piston displacement of the American four-cylinder engine is 238 cubic inches, of the six, about 268 cubic inches and of the eight approximately 300 cubic inches. This reveals that the 1929 car has more power than last year, brought about by public demand.

With this increase of power a greater rigidity of construction naturally follows. In some cars the four-point engine suspension is used

and in this manner the crankcase of the motor is utilised as a rigid cross member of the frame. However, the three-point suspension plan still is evidenced on many cars.

New Internal Gear

One important development of the 1929 car is the increased use of the internal gear. One V-type eight has adopted this system and is laying great stress on its importance. With this internal gear the relative speeds of the meshing gears are synchronised to an extent that allows absolute silence in shifting as well as instant shifting without the necessity of hesitating in neutral. In this respect it has a valuable braking power.

A Huge Fleet for Milk Collection

The transport system of United Dairies, Ltd., who are probably one of the best organised milk companies in the world, is looked after by a subsidiary company, Messrs. Micklem Transport Co., Ltd., who own one of the largest fleets of motor vehicles in Great Britain. This firm have, from time to time, purchased well over 200 vehicles from the Albion Motor Car Co., Ltd., of Glasgow, and as far as the higher load capacities are concerned, they have always shown a preference for the overtotype models. In view of the modern design of the overtotype models, which form part of the Albion Company's range, it is not surprising to hear that the latest orders from the United Dairies include two overtotype 4-tonners, and one overtotype 5-tonner. These machines are all fitted with 35/55 h.p. engines, 4-speed gearbox and worm drive, while in the case of the 5-tonner, Dewandre Vacuum Servo Brake Gear is a standard fitting.

The backbone of the Motor-cycle Show was, I thought, the 250 c.c. touring mount. Several firms which heretofore have devoted their attention to bigger mounts, are accepting the "two-fifty" as a satisfactory and economical all-purpose mount. There were sensational exhibits in the form of a British four-cylinder, exhibited by Brough Superior, and another make. Both police, was enticed by another Chinese to gamble at some place. And at the great Shows, have ended with splendid exhibits of the latest improvement from respective factories, and each day the Shows were attended by huge crowds.

AT OLYMPIA

NEW GEAR CHANGE DEVICE

IMPORTANT DEVELOPMENTS

(By L. H. Cadell)

The eve of the great Shows, in their magnificence, did no more than justice to the twin industries. British cars and British motorcycles have proved themselves to be pre-eminent, and each year the latest products of the manufacturers are displayed at Olympia.

There was a display of cars which showed great improvements, even on the fine crop of present-day vehicles. There were cheaper and smaller cars which were better finished and safer.

New methods of spraying body-work so that the outer coat of enamel is preserved and protected have been discovered. As to safety, many cars were equipped with safety glass as standard. I think that all of them should be so equipped.

Press Button Gear Change

It is good to hear that the Armstrong-Siddeley people have produced, in practical and practicable form the "press button" system of gear changing. The average motorist is more concerned about gear changing than any other control, and the majority of inexperienced drivers dread the necessity of changing down because they find it so difficult to make a clean change.

The introduction of a gear-changing system which will eliminate "crashing," and which can be produced commercially without putting up the cost of the car too much represents the most important advance in the development of the motor-car since the introduction of the self-starter.

Attractive "Babies"

The elimination of lever changing is not new. It was tried out two or three years ago, but its employment entailed such an increase in weight that it was not really a practicable proposition.

The infinitely variable gear which is secured with friction drive represents another method of cutting out "crashing," but friction drive has drawbacks. The great point is that the display of a car of this type at Olympia inserts the thin end of the wedge whose thick end is the final overthrow of the present means of changing gear.

There were some very attractive baby saloons with an available selection of about half a dozen miniatures and it is to be expected that there will be a big demand for this type next year.

The Motor-Cycle Show

The Cycle and Motor-cycle Exhibition, which took place at Olympia during the week beginning November 6, has been a particularly interesting one.

The fact that the small car is becoming extremely popular does not affect the motor-cycle movement so much as might be supposed.

Motor-cycles are going down in capacity and price, so that the two movements keep to parallel lines.

There were many ultra light-weight machines at Olympia, and there was a general tendency toward the reduction of weight and power. There is no doubt at all that the average machine is much too heavy. Dirt-track racing may assist the designers to reduce this, and most decided the influence of the speedways will be made manifest.

A dozen firms exhibited special dirt-track models designed for the specific purpose of Speedway Racing. These have tiny petrol tanks, low built and sans such unnecessary impedimenta as mudguards.

So far the Douglas has been the most popular machine on the speedways, but it will have many rivals next season. The industry is still opposed to the new sport on the score that it is more harmful than beneficial to the general movement, but this has not prevented the manufacturers from catering for the growing army of riders who are assailing the one-time impregnable position of the Australian experts.

The Price Question

There were not any appreciable price reductions at either of the Olympia Shows. Cars and motor-cycles were very near to rock bottom on list figures, and the manufacturers have not been able to make any material concessions to the buyers.

The backbone of the Motor-cycle Show was, I thought, the 250 c.c. touring mount. Several firms which heretofore have devoted their attention to bigger mounts, are accepting the "two-fifty" as a satisfactory and economical all-purpose mount.

There were sensational exhibits in the form of a British four-cylinder, exhibited by Brough Superior and another make. Both police, was enticed by another Chinese to gamble at some place. And at the great Shows, have ended with splendid exhibits of the latest improvement from respective factories, and each day the Shows were attended by huge crowds.

LADY MOTORISTS

MISTAKES MADE ON THE ROAD

DRIVING BOLT-UPRIGHT

George Meredith declared that "woman will be the last thing civilised by man."

When I motor behind some women drivers on our roads I am inclined to believe him, writes Lady Lawford. The average woman has no love for machinery. Watch her prod at the shuttle of her sewing-machine with a screw-driver or over-wind the child's last clockwork engine, and you will readily be convinced of this. Of course, there are the exceptions, and I have met women motorists more careful and capable than the average man driver—but not many.

Two Great Faults

The great fault that nearly all women drivers suffer from—and I write with a good deal of experience—is that they cannot leave the middle of the road, for the reason, no doubt, that it is easier to drive there.

A little to one side, and the car "heels" a bit, so the driver must keep a fairly firm grip of the wheel, which, one grants, is fatiguing on long-distance runs; hence the line of least resistance.

Another factor I have often noted is that few women drivers "get down" to it. They nearly always sit in a bolt-upright, uncomfortable position.

Now, in a long-distance run a man lies back comfortably in his seat, his body rather sideways in the car—a thoroughly easy, natural attitude that does not tire, while giving him complete control of the machine.

During the eighteen years in which I have driven a motor-car and done all my own repairs I have come across extremely few women who knew anything worth while about the inside of the machine they were driving. I remember, in this connection, one woman who started off one day with her car making a noise like an eighteen-pounder gun. In between the loud explosions she explained that it always did that when it was there.

Unruly

And I met another woman who was "fearfully intrigued" when I showed her the inside of the carburettor; she had always believed it was solid, and simply could not understand why the float had a hole in it.

Just watch the average woman driver being overtaken in traffic by another car or other vehicle—she hardly ever relies on her mirror, but will nearly always turn her head—a dangerous practice likely to lead to complications if not to accidents.

The fact that Euclid and geometry do not figure among the usual subjects taught in the average girls' school is the probable cause of women drivers taking almost impossible corners at hair-raising speeds, as they frequently do, and this with an airy disregard for the white lines painted on the road.

The pity of it is that, in my opinion, women would make very good motorists if only they would take the trouble. Too many trust to men drivers "giving way" at all times, and to male courtesy generally, while others, I fear, believe simply in luck all the time. As a result, women drivers are not so popular on our roads as they could be.

ASCOT-PULLIN

A "CAR ON TWO WHEELS"

NEW CYCLE

A new motor-cycle, possessing several novel features, was shown to a company of interested experts and others at the Savoy Hotel, Strand, at the invitation of the directors of the Ascot Motor and Manufacturing Co., Ltd. and Mr. Sybil G. Pullin, designer and patentee.

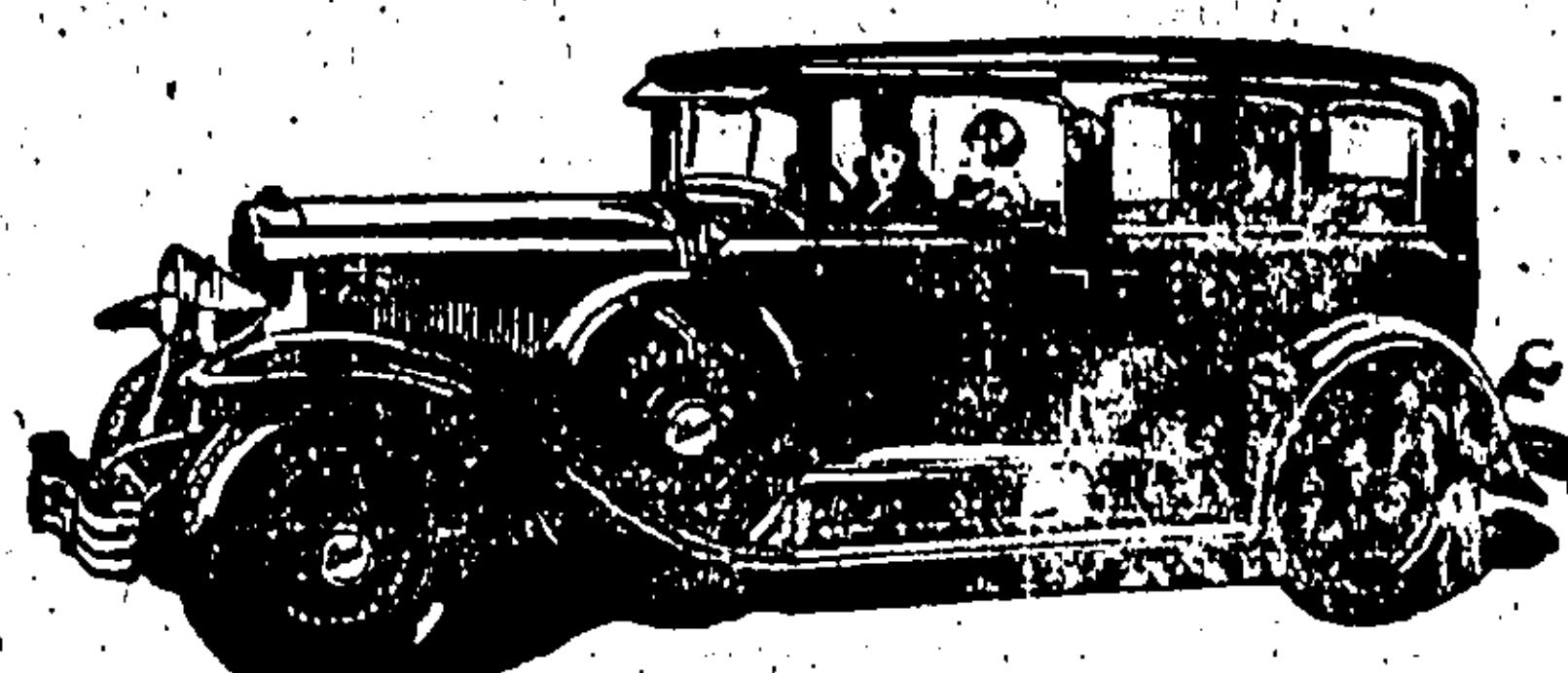
The new cycle is a breakaway from the present machines, which are adaptations of the pedal bicycle, and is built on car lines, pressed steel being used instead of tubes. It claims to be a "car on two wheels," and has its dashboard, with clock and speedometer, etc. The petrol tank holds 4½ gallons, sufficient for a journey of 500 miles. The low centre of gravity, it is claimed, makes the machine very steady in traffic. A sidecar on springs, built very low, can be attached to the cycle.

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The new Buick is the new Style



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panels involving the most costly steel paneling work employed on any car in the world!

And as the weeks have passed—and the full significance of Buick's achievement has become apparent to the public—enthusiasm for this car has swelled and grown to unprecedented proportions!

Buick sales records have been broken! Production schedules have been increased again and again! The great Buick plants are working to the limit of their capacity to supply the demand.

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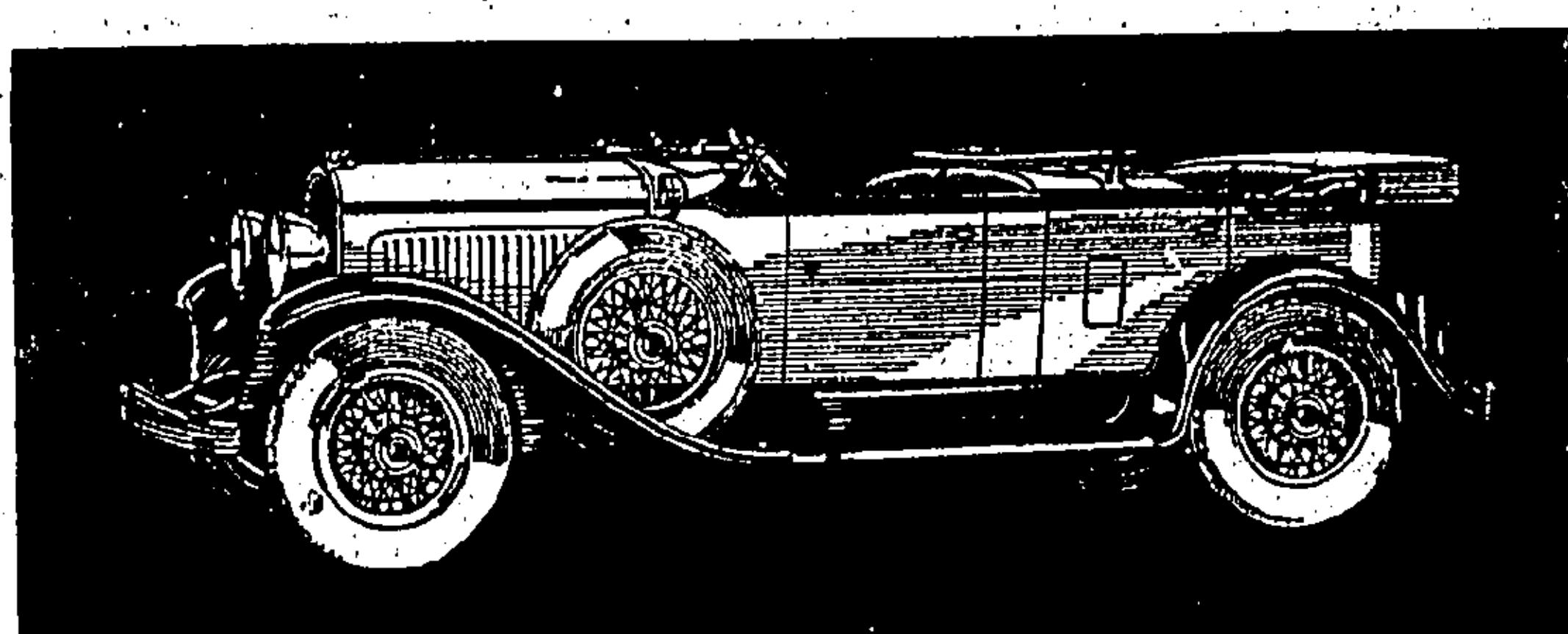
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WHEN BETTER AUTOMOBILES ARE BUILT...BUICK WILL BUILD THEM.

Not Chrysler but the Chrysler Public



BROADLY speaking, the measure of any man's success is the size of the public behind him.

He grows as his public grows—as his acts are approved in increasing volume by an increasing public.

These few words tell almost all there is to the Chrysler story—or give, at any rate, the root-reason why Chrysler looms large on the motor-car horizon.

Chrysler has never halted or hesitated, because Chrysler is free and has no obligations to anyone but its own public—no limit except the limit of its own creative powers, its own energy and enthusiasm, its own faith in the boundless resources of the nation.

Chrysler quite frankly confesses its intention to try to surpass other cars and other manufacturers—quite frankly admits an enthusiastic ambition for continued leadership in value-giving—quite frankly intends to leave nothing undone to earn and deserve and hold the greatest motor-car public in all the world.

This, it seems to the Chrysler management, is the urgent need of every manufacturing institution which aspires to satisfy a swift-moving public—to realise that it does move, that yesterday is dead, that laurels wither, that today is gloriously alive, that tomorrow calls clamorously for greater and greater endeavor.

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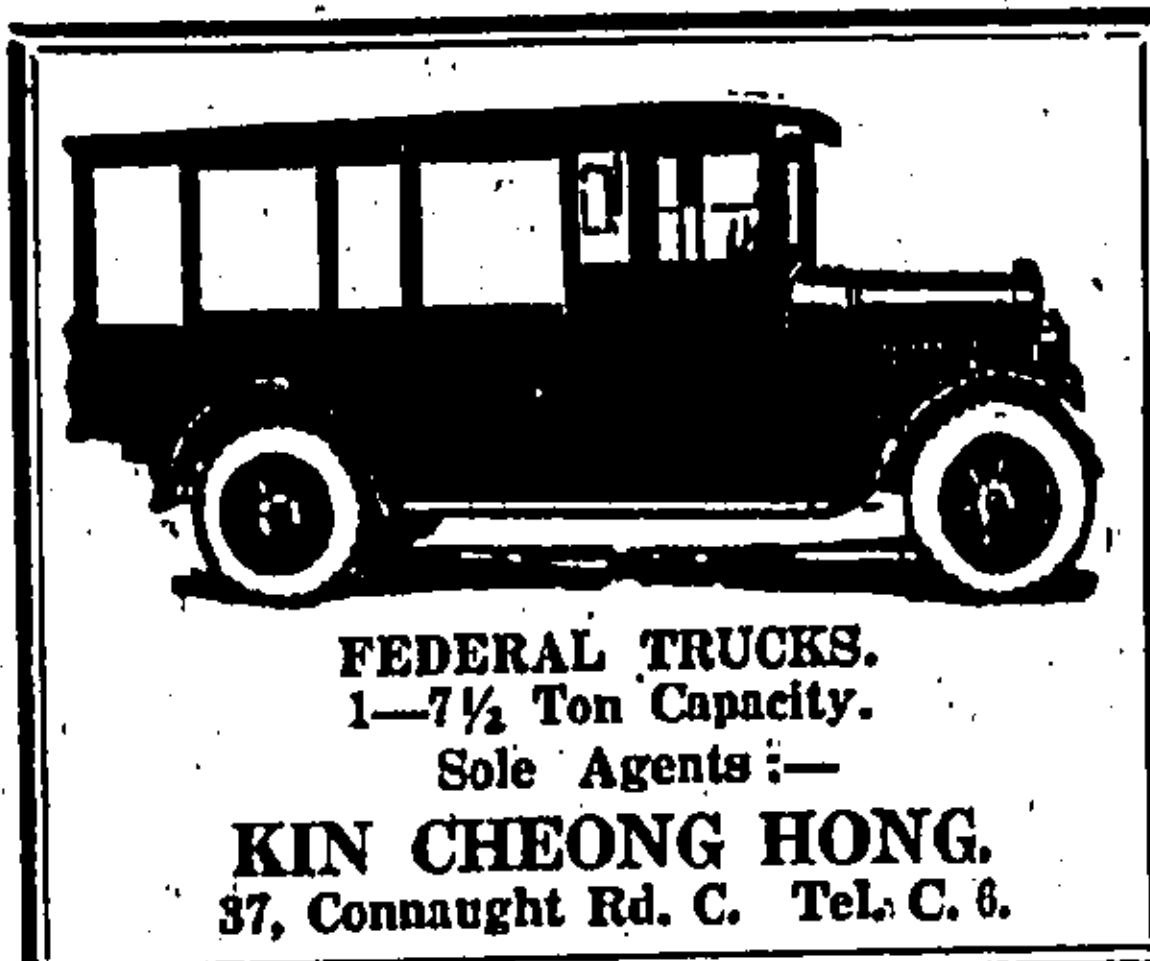
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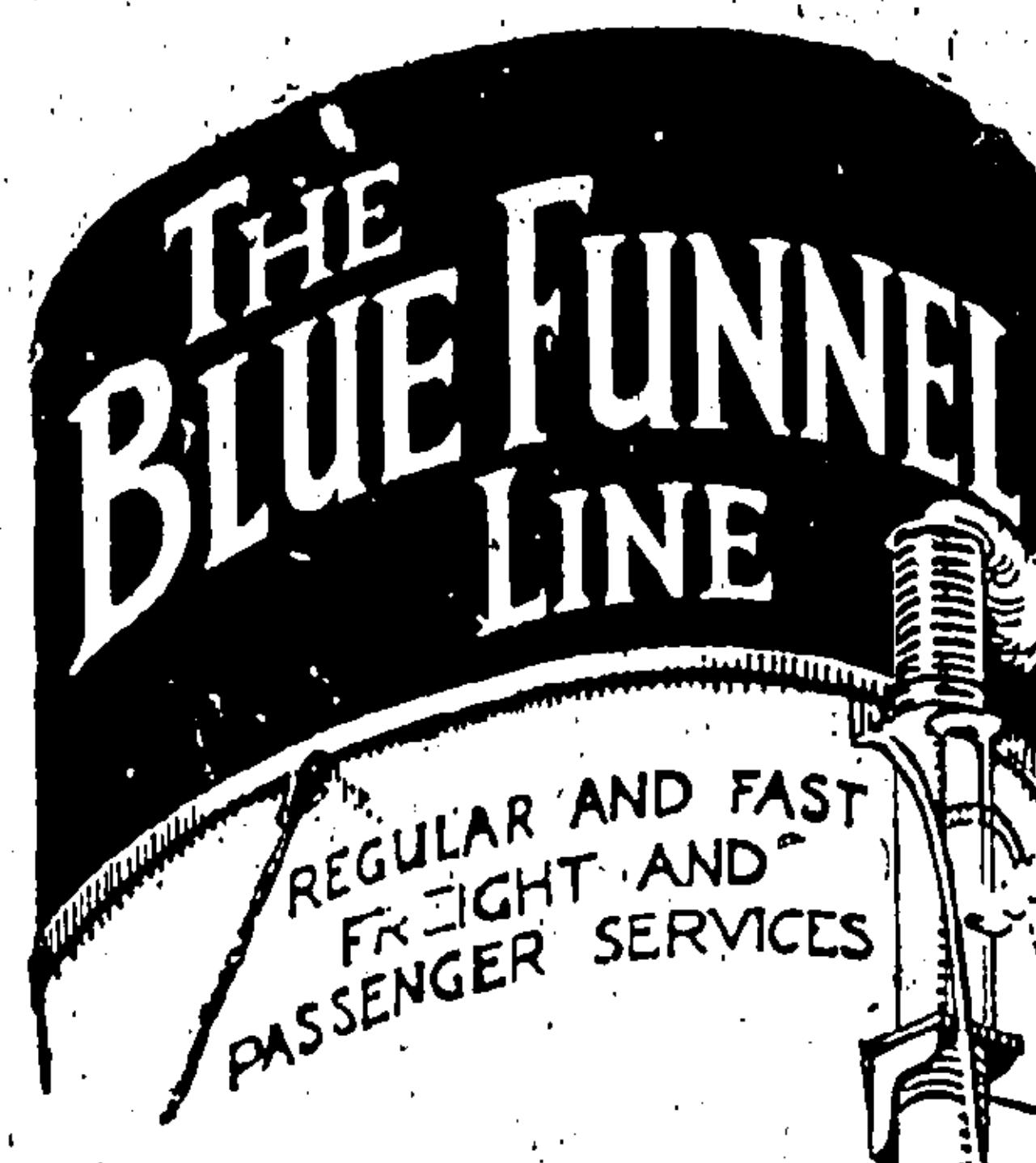
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China Mail

ESTABLISHED 1845

HONG KONG, THURSDAY, NOVEMBER 22, 1928.



LONDON SERVICE.

"ANTENOR" 29th Nov. Marseilles, London, Rotterdam & Glasgow
"DIOME" 11th Dec. Marseilles, London, Rotterdam & Hamburg
"HECTOR" 24th Dec. Marseilles, London, Rotterdam & Glasgow

LIVERPOOL SERVICE.

"GLAUCUS" 20th Dec. Genoa, Havre, Liverpool & Glasgow
"TYDEUS" 29th Dec. Genoa, Havre, Liverpool & Glasgow

PACIFIC SERVICE.

via KOBE & YOKOHAMA.
"TYNDALUS" 13th Dec. Victoria, Vancouver & Seattle
"PROTEUS" 3rd Jan. Victoria, Vancouver & Seattle

NEW YORK SERVICE.

"EUMAEUS" 11th Jan. New York, Boston & Baltimore

INWARD SERVICE.

"PERSEUS" Due 22nd Nov. For Shanghai
"AE HILLION" Due 24th Nov. For Shanghai

PASSENGER SERVICE.

"ANTENOR" 28th Nov. Singapore, Marseilles & London
"HECTOR" 24th Dec. Singapore, Marseilles & London

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POST OFFICE NOTICE.

XMAS PARCEL MAIL FOR U.S.A.

Xmas Parcel Mail for U.S.A. will be closed in the G.P.O. at 3 p.m. on Monday, the 26th inst. per s.s. "President Grant."

This mail is due in Seattle on the 17th December.

XMAS LETTER MAIL "VIA SIBERIA" FOR GREAT BRITAIN.

Xmas Letter Mail "via Siberia" for Great Britain will be closed in the G.P.O. at 12.30 p.m. on Friday, the 30th inst. per s.s. "Oenoneceaux."

This mail should reach London about the 21st December.

INWARD MAILED.

From *per* THURSDAY, NOVEMBER 22.
Shanghai and Amoy Yingchow

FRIDAY, NOVEMBER 23.
Japan, Shanghai and Europe via Siberia

London, 1st and 2nd Nov. Khyber

Europe via Suez (Letters & papers) London,

26th Oct. and parcels, 18th Oct.) Naldera

SATURDAY, NOVEMBER 24.
U.S.A., Canada, Japan and Shanghai President Lincoln

Shanghai and Swatow Sin Kiang

SUNDAY, NOVEMBER 25.
London via Suez (Letters & papers) London

30th Oct.) Empress of France

MONDAY, NOVEMBER 26.
Straits Atsuta Maru

Manila President Grant

OUTWARD MAILED.

For *per* THURSDAY, NOVEMBER 22.
Sam Shui and Wuchow Kuchow 4.30 p.m.

FRIDAY, NOVEMBER 23.
Saigon and South Africa Santos Maru 10 a.m.

Shanghai Huching 1 p.m.

Halphong 1.30 p.m.

Wei Hai Wei Tunkin 2.30 p.m.

Saigon Tidemachus 2.30 p.m.

Tourane Chung Kong 4.30 p.m.

Japan Naldera 5 p.m.

Shanghai and Europe via Siberia Naldera 6 p.m.

Straits, Ceylon, India, Mauritius, E. & S. Africa, Aden, Egypt and Europe via Marseilles—due Marseilles, 22nd Dec. Ship due London, 29th Dec. K.P.O. Parcels 4.30 p.m. Registration (Nov. 24)

9 a.m. Letters (Nov. 24) 10 a.m.

G.P.O. Parcels (Nov. 23) 5 p.m.

Registration (Nov. 24) 9.45 a.m.

Letters (Nov. 24) 10.30 a.m.

SATURDAY, NOVEMBER 24.
Straits and Calcutta. Parcels noon.

Letters 1 p.m. Fooksing

Shanghai Ningpo 1.30 p.m.

Manila President Lincoln 4.30 p.m.

Fort Bayard, Holhong and Halphong Song Bo 5 p.m.

Shanghai and Europe via Siberia Yingchow 6 p.m.

SUNDAY, NOVEMBER 25.
Holhong, Pakhol and Halphong Chingchow 9 a.m.

Bangkok via Swatow Kaying 9 a.m.

Swatow, Amoy and Formosa Canton Maru 9 a.m.

*Correspondence bearing vessel's name only.

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THE DIPLOMATS AT IMPERIAL TELEGRAPH NEW YORK'S STOCK MARKET

STATUS QUESTION

IMPORTANT STATEMENT IN THE HOUSE OF COMMONS

"FULLY AND FRANKLY"

London, Yesterday. In the House of Commons, in answer to questions, Mr. G. Locker Lampson (Under Secretary for Foreign Affairs) said that as far as the Government was aware no Power intended immediately to raise the status of its representative in Peking, and that Britain did not propose any definite change until views were fully and frankly exchanged with other interested Powers.—Reuter.

FOR DIPLOMATS

M.P.'S AND THE QUESTION OF PENSIONS

LABOUR PARTY'S SUPPORT

London, Yesterday. The House of Commons last night resolved, by 312 votes to 35, to allow the introduction of a Bill granting members of the diplomatic service the same pensionable rights as other members of the civil service. It was explained that after the amalgamation of the diplomatic service with the Foreign Office in 1919, a diplomat who happened to be employed continuously in the Foreign Office could qualify for no pension whatever, since only service abroad counts. The proposed Bill would bring all diplomats under the civil service superannuation act.

One or two members of the left wing of the Labour Party criticised the proposal, but Mr. Ramsay MacDonald, the leader of the Labour Party, disagreed strongly with their comments and stated that he looked forward to transforming the civil service into a far more active agency of national organisation and government than at present. The very highest ability was essential in the civil service and he intended to vote for one of the means of making that service so attractive as to prevent its members being tempted into leaving it for better paid occupation.

His view was supported by other members of his party, including Mr. J. H. Thomas and Mr. Charlton, a member of the selection board of the diplomatic and consular services.—British Wireless Service.

MOTOR MERGER

THE HUMBER, HILLMAN AND COMMER AMALGAMATE

SHAREHOLDERS AGREE

London, Yesterday. Details are published of a merger which is proposed of the three motor manufacturing firms of Humber, Hillman and Commer cars. The two first are engaged in the production of motor-cars and their factories are near each other at Coventry. Commer cars is a Rutton firm manufacturing commercial motor vehicles.

Numbers are to be the holding company and the capital of the new combine will be about £1,260,000. Shareholders in the Hillman firm, which is a private company, and those of the Commer Company have agreed to the merger, and the proposal is now before the Humber shareholders.—British Wireless Service.

SIR W. CHILDS

A NEW HEAD OF C.I.D. APPOINTED

London, Yesterday.

Mr. Trevor Bigham, assistant Commissioner of the Metropolitan Police, will in future assume the control of the Criminal Investigation Department, in place of Sir Wyndham Childs, who resigned recently.

Mr. Norman Kendall, the Deputy Commissioner, will take over the duties hitherto performed by Mr. Bigham. The latter has for a long time made a close study of criminal investigation work.—British Wireless Service.

M.P.'S DEBATE

LEADER OF THE OPPOSITION MOVES REJECTION

SECOND READING PASSED

London, Yesterday. In the House of Commons, Mr. A. M. Samuel, Parliamentary Secretary to the Treasury, in moving the second reading of the Imperial Telegraph Bill, said that the partner governments were satisfied that the price was entirely adequate.

Mr. Ramsay MacDonald, (Leader of the Opposition) in moving its rejection, declared that the Government had no right to alienate public property and public control.

They had abused their trust. He hinted that a future Government might reconsider the validity of the contract, and argued that the Government were not bound to accept the recommendations of the Imperial Wireless Conference.

He also declared that it was absurd that Government representatives on the company should be nominated and approved by the company, and he thought that the Advisory Committee had not sufficient powers to compel the Board of Directors to carry out their will or advice.

He urged that the contract should be debated in the House.

Sir John Gilmour, in winding up the debate for the Government, emphasised the necessity of keeping alive cable communications for the purposes of safety and secrecy.

He quoted figures showing increasing losses in the operation of Government cables and also stated that the Foreign Office could qualify for no pension whatever, since only service abroad counts.

The proposed Bill would bring all diplomats under the civil service superannuation act.

Mr. Ramsay MacDonald, the leader of the Labour Party, disagreed strongly with their comments and stated that he looked forward to transforming the civil service into a far more active agency of national organisation and government than at present.

The very highest ability was essential in the civil service and he intended to vote for one of the means of making that service so attractive as to prevent its members being tempted into leaving it for better paid occupation.

His view was supported by other members of his party, including Mr. J. H. Thomas and Mr. Charlton, a member of the selection board of the diplomatic and consular services.—British Wireless Service.

WAGES IN EUROPE

DANISH CAPITAL TAKES THE LEAD

LABOUR OFFICE LIST

London, Yesterday.

The International Labour Office has compiled index numbers of the real wages in various European capitals. The figure for Moscow is calculated upon information received from the scientific bureau of the people's Commissariat of Labour, and based upon earning in eighteen selected categories of workers in different trades.

The index numbers are given as follows:

London	100
Copenhagen	108
Stockholm	88
Amsterdam	85
Berlin	71
Paris	56
Madrid	54
Moscow	50
Milan	49
Brussels	49
Prague	47
Vienna	45
Reval	44
Rome	43
Lodz	41
Warsaw	40

—British Wireless Service.

PAN-AMERICA

ARGENTINA NOT TO BE REPRESENTED

Buenos Aires, Yesterday.

It is announced that the Government of the Argentina will not be represented in the forthcoming Pan-American Conference of Arbitration and Conciliation at Washington.—Reuter's American Service.

A lively scene occurred shortly prior to the opening when the friends and relatives of the prisoners attempted to enter the court building despite the fact that they were forbidden. They engaged in a tussle with the police, who arrested several.—Reuter.

THE TURMOIL

DEALING WITH 6,000,000 SHARES

RECORD PRICE FOR SEAT

New York, Yesterday.

The turmoil of the opposing forces, at the opening of the stock market, and the volume of trading were again enormous and is now approaching six million shares but the rise in prices was sharply checked and considerable profit-taking was in evidence all day.

The tone of the market at about 2.30 p.m. was decidedly weak, but prices rallied at the close.

A seat in the Stock Market sold for \$525,000, which is a new record.—Reuter's American Service.

SERIOUS OFFENCE

HOSPITAL DRESSER WITH MORPHINE PHIALS

\$500 OR THREE MONTHS

Cheung Yee-ming, a dresser employed at the Kowloon Government Hospital, was this morning charged before Mr. R. E. Lindell at the Central Magistracy, with the unlawful possession of three phials, each containing quarter of a grain of morphine, without a permit.

Accused pleaded "guilty."

The Magistrate remarked to the accused that it appeared that he was attempting to practise in a small way on his own by treating people with injections.

Accused: "Yes."

Mr. Lindell: That is an offence also, and a serious one at that